The Bombay Gazette.

No. 8,171.—New Series. BOMBAY:—FRIDAY, APRIL 16, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*		*In Advance.*	*In Arrear.*
Per Annum	Rs. 48	Per Annum	Rs. 60
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Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
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line, but no Advertisement counted as less than eight lines

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First insertion	8 As. per Line.
Second do.	4½ „ „
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For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
Each succeeding lines	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Eight-Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers and Cargo, every week.

The Steam Ship "MALDA," 1,945 Tons, 300 H.P., Commander F. M. Burke, will be despatched on SATURDAY the 17th April 1875, at 4 P.M.

April 1875.		April 1875.
Leaves Bombay	17	Leave Negapatam 29
„ Caveri	19	„ Pondicherry 30
„ Mangalore	20	May.
„ Cannanore	21	„ Madras 1
„ Tellicherry	21	„ Masulipatam 3
„ Calicut	22	„ Coconada 4
„ Beypore	22	„ Vizagapatam 5
„ Cochin	23	„ Bimlipatam 5
„ Alleppy	25	„ Gopalpore 6
„ Tuticorin	25	„ False Point 7
„ Colombo	26	Arrives CALCUTTA 9

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which ply thence regularly.

Also for Batavia, Sourabaya, Tjilatjap, Palembang, Pontianak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Company.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch Steamers for the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

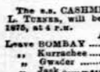
The s.s. CASHMERE, 1,052 Tons, 200 H.P., Commander R. L. Turner, will be despatched on FRIDAY, the 16th April 1875, at 4 P.M.

April 1875.			May 1875.
Leave BOMBAY	16	Leave BUSREH	5
„ Kurrachee	20	„ Mahomerah	5
„ Gwadur	22	„ Fao	5
„ Jask	24	„ Bushire	7
„ Bunder Abbas	25	„ Bahrein	8
„ Linga	27	„ Linga	12
„ Bushire	29	„ Bunder Abbas	14
„ Fao	May 1	„ Muscat	16
„ Mahomerah	3	„ Gwadur	21
Arrive BUSREH	2	Arrive BOMBAY	24

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the fair season, despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. CASHMERE, 1,082 Tons, 200 H.P., Commander R. L. Turner, will be despatched on FRIDAY, the 16th April 1875, at 4 P.M.

The s.s. KURRACHEE, 500 Tons, 120 H.P., Commander R. Scott, will be despatched on MONDAY, the 19th April, 1875, at 2 P.M., calling at Verawul, Pore Bunder, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR & INTERMEDIATE PORTS.

EVERY THURSDAY AT 4 P.M.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited.) will despatch the s.s. BUSHREE, 79 Tons, 130 H.P., Commander J. Smith, as above on THURSDAY, the 22nd April 1875, at 4 P.M., She will call at

Hurnee.	Dewghur.
Boria.	* Malwan.
Ratnagheree.	Vingorla.
Jeytapore.	Goa (Panjim) and
Viziadroog.	Carwar.

For freight or passage apply to

W. NICOL & Co., Agents.

STEAM TO GOA, CARWAR AND INTERMEDIATE PORTS.

Every Tuesday, at 4 P.M.

THE well-known and fast sailing Steamer PEARL, C. Dewar, Commander, will leave for undermentioned ports on TUESDAY next, the 27th April at 4 P.M., from the Apollo Bunder:—

Hurnee.	Vingorla.
Ratnagherry.	Goa Panjim.
Jeytapore.	Carwar.
Malwan.	

For Freight or Passage apply to the Undersigned.

DADABHOY JAMSETJEE, Agent.

No. 14, Medows Street.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, *of each month.* on the 1st

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Without food.
Suez	38	22	6	
Port-Said	38	24	9	
Messina	50	34	14	With food.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	53	36	14-10	

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"SUMATRA," to sail on 15th April, at 5 P.M.
"ARABIA," to sail on SATURDAY, the 1st of May, 1875.
"BATAVIA," to sail on TUESDAY, the 1st of June 1875.
"INDIA," to sail on THURSDAY, the 1st of July, 1875.

All Steamers of this Company have large First and Second-Class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c, apply to

C. GRONDONA.

Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street,

Bombay, 1st January 1875.

LIVERPOOL VIA SUEZ CANAL.

TO LEAVE 25TH APRIL.

THE well-known and favorite Steamer "STRATHCLYDE," 1,951 tons, Captain C. W Pearson, will be despatched from Bombay as above. She has very superior accomodation for first-class passengers, and generally makes the passage in thirty days. She is fitted with Ice House, Piano, Punkahs, and every other appliance necessary for a steamer in this climate. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

To Liverpool..... Rs. 500

Exclusive of Wines, &c., which can be procured on board at moderate prices.

For passage and further particulars apply to

GRINDLAY, GROOM & Co.

Bombay, 15th January 1875.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:

Captain.	Tons. H.P.	March.
		April.
DELHI.....G. Lee.....	2178	400 19th—Suez, &c.
PERIM.....W. Woodcott..	3770	600 26th—Suez Isthmus.
		May.
AVOCA.....J. H. Torbock	1481	250 3rd—Suez, &c.
MIRZAPORE.....A. Parish.	3763	600 10th—Southampton.
BARODA.....W. Fentiman	1874	400 17th—Suez, &c.
KHIVA.....C. G. Perrins.	2690	450 24th—Southampton.
GEELONG.....C. Fraser	1594	250 31st—Suez, &c.
		June.
GWALIOR.....N. W. Hasslewood	2725	450 4th—Southampton.
BOKHARA .....W. D Anderson	2932	450 11th—Suez, &c.
LOMBARDY... F. M. Gillon.	2723	450 18th—Southampton.
KASHGAR.....G. J. Babot ...	2979	450 25th—Suez, &c.
		July.
HINDOSTAN ...N. Roskell ...	3113	600 2nd—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 2 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 19th March 1875.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 20th April 1875, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. HINDOSTAN, (3,113 tons, and 600 H.P.,) Captain N. Roskell, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any sheet of opium, the officer's receipt for which is not lodged at the Company's Office before noon, on Saturday, the 17th April 1875.

GEORGE F. HENRY, Superintendent.

Bombay, 6th April 1875.

ANCHOR LINE.

THE S. S. CALEDONIA, will sail positively on the 5th proximo. For Passage, &c., apply to

W. & A. GRAHAM Co., Agents.

Bombay, 14th April 1875.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FORTNIGHTLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

The regular Steamers leave TRIESTE on the 1st and 15th and BOMBAY on the 8th and 20th of every month.

THE following or other First-class Steamers will be despatched from BOMBAY to TRIESTE:—

	Tons, H.P.	
Passenger Steamer JUNO	3124, 400,	on 20th April 1875.
Passenger Steamer FOLLUCE	2,709, 250,	on 5th May 1875.
Cargo Steamer DIDO	1,330, 190,	on 1st June 1875.

The Passenger S eamers have excellent First and Second Class accommodation, the others have room for a few Cabin Passengers at moderate prices.

Rates of Passage-money by Passenger Steamers (exclusive of Wines and Spirits, which can be had on board at moderate prices):—

To Trieste	1st Class. £35 0	2nd Class. £25 0	Deck. £19-0
To Port Said	£33 6	£23 0	£14-6
To Suez	£32 8	£22 0	£13-7

No Cargo will be received on board after sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agents of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

28, Bombay Green, 19th March 1875.

STEAM TO LIVERPOOL, VIA THE SUEZ CANAL.

THE Splendid Screw Steam-ship "JAS. C. STEVENSON," John G. Bell, Commander, (most favourably known in the Passenger Trade), 1,948 Tons gross Register 1,225 Tons nett Register, 300 Horse-power nominal, 1,200 Horse-power effective, will sail about 20th April 1875.

This magnificent Steamer, built expressly for the Passenger Trade between London and Calcutta, via the Suez Canal, is provided with every comfort and convenience that could reasonable be desired for the voyage, including Ladies' Boudoir with Piano, Ladies' and Gentlemen's Saloons, Ice House, &c. She carries a Surgeon and Stewardess, and offers very superior accommodation for Passengers. The Saloon is nearly amidships, and the Cabins are furnished with bedding and all necessaries on the best scale. The special attraction in this vessel is the ventilation, the sleeping cabins having each two to three large square ports fitted with venetians, all of which are well out of the water, therefor, can be opened in all weathers; her side-cabins are fitted for two passengers only, except a few larger ones for families, which are specially fitted with W. C.'s, &c., thus ensuring great privacy; she has a number of excellent bachelor cabins outside of the Saloon, nearly amidships which are also specially well ventilated.

For Saloon Passengers an excellent table will be kept, including fresh meat, poultry, &c., but exclusive of wines, beer, of spirits, which can be procured on board at moderate fixed rates and of excellent quality; the Second class Passengers will be dieted in a liberal manner.

The fares as follows:—

Saloon	Rs. 500
Second Class	300
Ayahs and Native Men	200
Children according to Age.	

For further particulars apply to

KING, KING & Co., or W. NICOL & Co., Agents.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies every alternate day between SURAT and GOGO and *vice versa*, Sundays excepted.

1st Class	Rs. 5 0	3rd Class	Rs. 1 8
2nd „	„ 3 0	Horses & Carriages	„ 4 0

HORSEKEEPERS charged Third Class fare.

CHILDREN under seven years half fare, and under 2 years free.

PERSONAL LUGGAGE.—First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The S eamer leaves Gogo every MONDAY, WEDNESDAY, and FRIDAY.

The Steamer leaves Surat every TUESDAY, THURSDAY, and SATURDAY.

The Steamer leaving Surat on SATURDAY proceeds to Bhownuggur, and leaves that port for Surat on MONDAY morning.

Further particulars can be learnt on application to the undermentioned Agents:—

Mr. HOOSEIN MAHOMED, Gogo.
SYED COOTBOODEEN, Surat.

Or to the Undersigned at Bombay

J. A. SHEPHERD.

No. 33, Meadow Street

HARBOUR STEAM FERRIES.

STEAM FERRIES (under Contract with Government).—STEAM FERRY BOATS ply daily across the Harbour, calling at the undermentioned Bunders:—

Fares from Bombay to	Oomn.	Hog Island	Oolwa.	Rowa or Elephanta.	Dhurmtur.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1st Class	2 0	2 0	3 0	2 0	3 0
2nd Class	0 8	0 12	0 12	0 12	1 0
3rd Class	0 4	0 6	0 6	0 6	0 8
Horses or Carriages	3 0	4 0	4 0	3 0	5 0

HORSEKEEPERS charged Third Class fare. Previous notice must be given of intention to send Horses and Carriages, which must be at the Carnac Bunder at 5 P.M., the previous day for shipment.

CHILDREN under seven years half fare, under 2 years free.

PERSONAL LUGGAGE.—First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs, one anna.

The Oolwa Ferry Boat leaves Bombay, Carnac Bunder, at 7 A.M. daily, and returning leaves Oolwa at 10 A.M.

The Dhurmtur Ferry Boat leaves Bombay, Carnac Bunder, at 12 noon daily, and returning leaves Dhurmtur at 3 P.M.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on Board.

J. A. SHEPHERD.

No. 33, Meadow Street.

STEAMER TO DASGAUM.

NOTICE.—On and after the 29th instant, a STEAMER WILL FLY ALTERNATE DAYS, from BOMBAY to DASGAUM, calling at Alibag, Rewadunda, Jinjira, Sewerdun and Bankot.

The steamer will leave Bombay every MONDAY, WEDNESDAY and FRIDAY from Carnac Bunder at 6-30 A.M. Returning the Steamer will leave Dasgaum every TUESDAY, THURSDAY and SATURDAY, at 5-30 A.M.

Fares from Bombay to	Alibag.	Rewadunda	Jinjira.	Sewerdun.	Bankot.	Dasgaum.
	Rs. A	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 12	3 8	5 8	7 4	8 4	11 0
Second Class	1 2	1 8	2 4	3 0	3 6	4 8
Third Class	0 8	0 10	1 4	1 8	2 0	3 4
Horses or Carriages	2 0	2 8	4 0	5 4	6 0	8 0

HORSEKEEPERS charged Third Class Fare. Previous notice must be given of intention to send Horses and Carriages, which must be at the Carnac Bunder at 5 P.M., the previous day for shipment.

CHILDREN under seven years half fare, under 2 years free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs. one anna.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on board.

From the 29th instant the daily service to Thul, Alibag and Rewadunda will be discontinued.

J. A. SHEPHERD.

33, Medows Street, 17th March 1875.

N. B.—This is the shortest route to Mahableshwur, from which Dasgaum is distant only 35 miles with a good road the whole way.

SHIPPING.

STEAM TO LONDON.

TO SAIL ON THE 5TH MAY, 1875.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch their New Steamer CANARA, 1,902 Tons, 206 H.P., Commander A. Irvine, from Bombay as above. For Freight or Passage, apply to

W. NICOL & Co., Agents, B. I. S. N. Company, Limited.

Bombay, 13th April 1875.

WILSON LINE.

LIVERPOOL VIA THE SUEZ CANAL.

TO LEAVE 28TH APRIL POSITIVELY.

THE S. S. "RINALDO," 1,840 Tons, will be despatched as above. She has excellent accommodation amidships for a limited number of First Class Passengers, and carr es a Surgeon and Stewardess.

For passage and further particulars apply to GRINDLAY, GROOM & Co., Passenger Agents.

W. NICOL & Co., Consignees.

Bombay, April 10th 1875.

FOR LIVERPOOL.

VIA SUEZ CANAL.

(To cave about the 25th April.)

THE well-known and favorite Steam-ship TIMOR, 2,909 Tons, Captain J. Brown, will be despatched as above, and is expected to make the run home as usual in less than 30 days. She has very superior first class accommodation and is fitted with very appliance to ensure the comfort of passengers in a tropical climate.

A Stewardess is carried.

RATES OF PASSAGE ARE.—

1st Class to Suez	£30
Do. to Liverpool	£50

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For further particulars, apply to

W. NICOL & Co., Agents, or Messrs. KING, KING & Co.

TO PORTSMOUTH OR LONDON.

TO sail positively 24th April, S. S. "COUNTY OF SUTHERLAND," 2,700 Tons Register, 500 H. P. Nominal, Class 100 A 1, W. C. Auld, Commander.

This Steamer is expected to make the voyage in 27 days, her average speed being 11 knots.

The "COUNTY OF SUTHERLAND," has splendid accommodation for passengers.

The Saloon and Cabins, which are on deck, are specially fitted up for Europe voyages. Ladies' Saloon, Smoking Saloon, Marble Baths, Shower Baths, Ice House, &c.

FIRST CLASS FARE. Rs. 500.

Exclusive of Wines, &c., which can be had on board at usual rates.

For passages only, plans of Cabins, &c., apply to

JOHNSON & Co., Ship Brokers.

Nesbit Lane, Fort, Bombay.

FREIGHT TO NEW YORK.—CARGO will be taken at through rates for New York by the steamers of the Anchor Line. No delay will take place in the transhipment and forwarding of such cargo.

For further particulars, apply to

W. & A. GRAHAM & Co., Agents, Anchor Line of Steamers.

Bombay, 1st April 1875.

CONSIGNEES of CARGO per s.s. CALEDONIA, arrived from Liverpool and Glasgow, are requested to SEND their BILLS of LADING and LANDING ORDERS for our inspection and countersignature and to take delivery of their respective Goods.

No claims for damage or short delivery will be admitted, under any circumstances, unless passed by the Captain before the departure of the Vessel.

W. & A. GRAHAM & Co., Agents, s.s. Caledonia.

Bombay, 12th April 1875.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO. 40, MEADOW STREET.

AUCTION SALE OF VALUABLE LANDED PROPERTY.

THIS DAY, FRIDAY, the 16th instant, Messrs. NUSSERWANJEE CULLIANDASS and Co., will sell by Public Auction at 3 o'clock P.M., on the premises, by order of Morgages, Khisset Tricumlal, and on account and at the risk of Kallian Nowjeen, the Mortgagor, the following landed property:—

All that piece or parcel of Fezindaree land or ground with erections thereon thereto situate at First Bhowsada Street in the suburbs of Bheeb-bwan, forming two of the right sides of the said First Bhowsada Street, and bounded as follows, that is to say:—On or towards the East by the house of Purushum Pittamber, and towards the west by the house of Gulabbhoy widow, and her son Bhaishaa Motilal, on or towards the north by a passage for bakalkhurees, and on or towards the south by the said First Bhowsada Street, formerly in the occupation of Bhoi Naroo Furrootum and his tenants, and now in the occupation of the said Kulian Nanoo and his tenants, containing by admeasurement seventy feet in length and ten feet in breadth, assessed by the Municipality of Bombay under No. 10.

A deposit of 25 per cent. will be taken at the time of sale.

AUCTION SALE OF SHARES IN THE SHARE BAZAR.

On MONDAY, the 19th instant, Messrs. NUSSERWANJEE CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at the Share Bazar, by order of the Mortgagee Hurjeevun Visoonjee Esq., on account and at risk of the Mortgagor Gunputram Bhowaneeshunker, the following Shares, viz:—

20 Shares of the Port Canning and Land Improvement Company, Limited, Nos. 4145, 4101, 2146, 2147, 2148, 5336, 5521, 5522, 5523, 2529, 5262, 3835, 3834, 545, 650, 538, 401, 333, 334, 335.

A deposit of 25 per cent. will be required at the time of sale.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 16th April 1875.

MENESSE AND COMPANY,

AUCTION SALE OF OSCILLATING ENGINES, SCRAP IRON AND OLD STORES.

THIS DAY, FRIDAY, the 16th inst., at 3 P.M., Messrs. MENESSE and Co. will sell by Public Auction, at the Metal Mart, Byculla—

3 Pairs of Oscillating Engines suitable for Barges of 100 tons. Also, a quantity of Scrap Iron and Old Stores.

MENESSE & Co.

Bombay, 16th April 1875.

NEW ADVERTISEMENTS.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE to TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "Guide" is the only one published in Bombay, and containing alterations the service of Trains and Steamers on this side of India corrected up to date. The "Guide" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

Price—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at
The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

GREAT INDIAN PENINSULA RAILWAY

The Undersigned begs to notify that he has returned to Bombay and resumed charge of the Office of Agent of the Great Indian Peninsula Railway Company from this date.

H. P. LeMESURIER, Agent.

Company's Offices, Bombay, 15th April 1875.

NOTICE TO CONTRACTORS.—TENDERS will be received till noon on the 21st instant for the execution by CONTRACT of ordinary and petty REPAIRS to BARRACKS and PUBLIC BUILDINGS at Colaba, Mazagon Malabar Point, Cross Island, Middle Ground, Oyster Rock, Butcher's Island, Elephanta, Pow Pier and Hog Island for the season 1875-76.

The Survey Reports and conditions and forms of contract can be seen, and copies of the schedules of rates on which the Tenders are to be based, obtained by personal application at the Defence Office, on payment by each applicant of Rs. 5.

The undersigned does not bind himself to accept the lowest or any Tender.

G. MEREWETHER, R. E., Executive Engineer, Bombay Defences.

Bombay Defences Office, Mazagon, 13th April 1875.

HOUSEHOLD CLARET

Is pre-eminently an *honest* Wine.

Quarts .....Rs. 10 | Pints .....Rs. 5-8

D. S. KEMP & Co., Bombay.

BAILDON'S MEDITERRANEAN SALT.

By means of which a Sea Bath may be obtained at any time. It is much recommended for its bracing effects, and for its remedial properties in many tropical complaints.

Per 7lbs. Bag, Rs. 1.

D. S. KEMP & CO, BOMBAY.

KINLOCH'S WINES.

PARCELS of the following, which are strongly recommended, have just arrived, and we are enabled to quote them at reduced rates.

CHABLIS	Per dozen Rs. 17
MOSELLE, Quarts	„ „ 24
Do. Pints	„ „ 13
RUDESCHEIM HOCK	„ „ 22
IRISH WHISKEY	„ „ 22

The various SHERRIES, PORT, CATALANS, &c., for which this firm is famous are in stock as usual.

D. S. KEMP & Co., BOMBAY.

NEW ADVERTISEMENTS.

POSITIVELY THE LAST NIGHT.

FRAMJEE COWASJEE INSTITUTE.

AMERICAN GLASS-BLOWERS

BENEFIT OF MRS. WOODROFFE.

SATURDAY, 17TH APRIL 1875.

This being positively the last Exhibition,

2 BEAUTIFUL GLASS CASES

Containing a collection of Glass work, and also the following, viz., a Pair of Love Scenes, Glass Photographic Stand, a splendid Candelabra, Fruit Stand, two large Glass Chain Smoking Pipes, Pneumatic Balloon, Philosopher's Hammers, two elegant Floral Decanters.

AND TWO HUNDRED OTHER PRIZES WILL BE GIVEN AWAY.

Admission to the Hall Re. 1. Gallery 8 annas.
Doors open at 8-30, commence at 9 o'clock.
Special Trams after the Exhibition.
Tickets to be obtained at the Institute.
On account of the great crowd new arrangements will be made for the entrance and comfort of the visitors.

W. CROPLEY.

All claims against the Glass Blowers to be sent into the Royal Hotel not later than 10 O'clock on MONDAY.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

TO LEAVE ABOUT 7TH MAY.

THE fast and magnificent S. S. "NAVARINO," 1,250 tons, 450 H. P., built expressly for the Indian trade with special reference to the convenience and comfort of passengers. She has very superior accommodation on the Saloon and Main decks for 95 first-class passengers, and is fitted with every requisite. She carries a Surgeon and Stewardess.

The "NAVARINO" made the passage out in 27 days, including all stoppages.

RATES OF PASSAGE MONEY.

To Liverpool	Rs. 500
To Suez or Port Said	300
To Malta	200

exclusive of Wines and Spirits, which can be had on board. For passage and further particulars apply to

GRINDLAY, GROOM & Co., Passenger Agents.

W. NICOL & Co., Consignees.

Bombay, 15th April 1875.

NOTICE.—CONSIGNEES per S. S. NAVARINO are hereby informed of the arrival of the vessel and requested to TAKE DELIVERY at once of their respective goods. No Claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 15th April 1875.

NOTICE.—150 candies, more or less, of TRAVANCORE CARDAMOMS in husk crop of this year will be sold by public auction at Alleppy on MONDAY the 3rd May proximo. For particulars refer to handbills, which may be had from the undersigned or the Travancore Commercial Agent, Alleppy.

A. SASHIAH SASTRI, Dewan of Travancore.

Huzzoor Cutcherry, Trivandrum, 17th April 1875.

LADIES' HOSIERY FOR THE WARM WEATHER.

SILK STOCKINGS.

No. 1, PURE SILK HOSE, double woven heels and toes, Rs. 8 per pair.

No. 2, WHITE PURE SILK HOSE, double-woven heels and toes, and Silk Clox, Rs. 9-8 per pair.

No. 3, WHITE PURE SILK HOSE, double-woven feet throughout, and Silk Clox; a good serviceable stocking for every-day wear, Rs. 10-8 per pair.

No. 4, VERY FINE WHITE PURE SILK HOSE, treble-woven feet throughout, and fancy Silk Clox, a fine stocking for evening wear, Rs. 12-8 per pair.

No. 5, WHITE SPUN SILK HOSE, with narrow Blue Silk Stripes, double-woven heels and toes, Rs. 7-8 per pair.

No. 6, WHITE SPUN SILK HOSE, with narrow Violet Silk Stripes, double-woven heels and toes, Rs. 7-8 per pair.

No. 7, WHITE SPUN SILK HOSE, with Scarlet Silk Stripes, double-woven feet throughout, and Silk Clox, Rs. 8-8 per pair.

No. 8, WHITE SPUN SILK HOSE, with Blue Silk Stripes, double-woven feet throughout, and Silk Clox, Rs. 8-8 per pair.

No. 9, BLACK INGRAIN SILK HOSE, with double-woven heels and toes, and Silk Clox, Rs. 10-8 per pair.

No. 10, BLACK INGRAIN SILK HOSE, with double-woven feet throughout, and Silk Clox; a good strong article for every day wear, Rs. 12-8 per pair.

LISLE THREAD STOCKINGS.

No. 11, WHITE LISLE THREAD HOSE, double-thread heels and toes; a good article for every-day wear—

8½ inch foot	Rs. 13-8	per half-dozen.
9 ditto	„ 14-0	do.
9½ ditto	„ 14-8	do.

No. 12, WHITE LISLE THREAD HOSE, double thread feet throughout; a good strong and yet fine Stocking—

8½ inch foot	Rs. 16-8	per half dozen.
9 ditto	„ 17-0	do.
9½ ditto	„ 17-8	do.

No. 13, WHITE LISLE THREAD HOSE, treble thread to feet throughout; a finer quality than the above—

8½ inch foot	Rs. 18-8	per half dozen.
9 ditto	„ 19-0	do.
9½ ditto	„ 19-0	do.

No. 14, VERY FINE WHITE LISLE THREAD HOSE, treble thread feet throughout, beautifully fine and thin for the hot weather—

8½ inch foot	Rs. 20-0	per half dozen.
9 ditto	„ 21-8	do.
9½ ditto	„ 23-8	do.

No. 15, FINE WHITE LISLE THREAD HOSE, with open-worked Lace fronts, treble thread feet throughout—

8 inch foot	Rs. 22-0	per half dozen.
8½ ditto	„ 23-0	do.
9 ditto	„ 23-0	do.

No. 16, WHITE LISLE THREAD HOSE, with narrow Black Stripes, double thread heels and toes.

8½ inch foot	Rs. 15-0	per half dozen.
9 ditto	„ 16-0	do.
9½ ditto	„ 17-0	do.

No. 17, WHITE LISLE THREAD HOSE, with fancy colored spun Silk Stripes and Fancy-colored Clox, beautifully thin and cool for the present season.

8½ inch foot	Rs. 4-0	per pair.
9 ditto	„ 4-8	do.
9½ ditto	„ 5-0	do.

WHITE COTTON STOCKINGS.

No. 18, WHITE COTTON HOSE, double thread heels and Toes; a thorough strong Stocking for rough wear.

8 inch foot	Rs. 8-8	per half dozen.
8½ ditto	„ 8-8	do.
9 ditto	„ 9-0	do.
9½ ditto	„ 9-8	do.

No. 19, FINE WHITE COTTON HOSE, double thread feet throughout, a fine yet serviceable stocking for the present season—

8 inch foot	Rs. 11-0	per half dozen.
8½ ditto	„ 11-1

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, 15TH APRIL, 1875.

ACCORDING to Reuter's message the Liverpool Cotton Market yesterday closed steadier than it opened, except for Surats, the sales reaching 14,000 bales. Surats are said to be heavy, especially Ginned Broach, but Reuter's arrival quotations, so far from confirming this indicate an advance of ⅛d. in good Fair Dhollera, April-May shipment Cape. From what we can learn of the actual state of the market from private sources, the additional steadiness at the close has been entirely confined to long staples, Surats being undoubtedly quiet, nor is there anything in the American advices to induce firmer markets.

This morning's report is quiet, probable sales 12,000 bales, imports 10,000.

The American figures to date are :—

	1875	1874	1873
Five days' receipts	27,000	27,000	34,000
" Exports to U. K.	6,000	26,000	24,000
Total receipts since 1st Sept.	3,347,000	3,495,000	3,140,000
" Exports to U. K.	1,441,000	1,483,000	1,380,000

Consols this morning are still quoted at 93¼ ; French Rentes at 102¾.

Coffee is said to be steady, but Renter at the same time quotes a decline of 2s. 6d. per cwt. in native, and, if correct, 8s. to 9s. per cwt. in Mid. Plantation Ceylon. Calcutta Linseed is 6d. to 9d. per cwt. higher. Rapeseed unchanged.

STERLING EXCHANGE to-day has not altered in rate, but there are fewer sellers at the highest figures. The impression that we are now at about the top level for the remainder of the season gains ground, and if we do not have a decline it will at all events require considerable pressure to induce a further advance. We quote :—

Bank Bills on demand	Is. 10¼d.	per rupee
Do 6 months' sight	Is. 10 9/16d.	"
Credits 3 months' sight	Is. 10 9/16d.	"
Documents 3 months' sight	Is. 10 19/32d.	"

On Calcutta there is no change of any kind. GOVERNMENT PAPER is still dull and quite nominal in quotation.

THE SHARE MARKET has been very quiet. Bank of Bombays are a half per cent. lower and Spinning shares are also slightly easier. In Fort Cannings a transaction of 1,500 shares is reported to have taken place at Rs. 250 per share, but this requires confirmation.

COTTON is firm with a moderate business doing, but prices are unchanged. The receipts yesterday were 8,396 bales, making 40,723 bales for the five days.

FREIGHTS by steamer are further depressed by the arrival of several vessels already chartered to load here, and £1 15s. is now the current rate. By sail, rates are comparatively steady at £1 17s. 6d. to £2 for iron ships, and £1 12s. 6d. to £1 15s. for wooden vessels.

PIECE GOODS are steady at unchanged prices, but only al'mited business is passing. Holders are firm.

BANKS.

No. of Shares	Nomi. value pah.	Paid up.	Last divi-dend.		Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.c.	Agra Bank	92
28,000	1,000	all	71p.ct.	Bank of Bengal	1,410
30,000	500	all	6p.ct.	Do of Bombay Now	738
8,250	1,000	all	6 p.ct.	Do of Madras	1,180
50,000	250	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	200
40,000	2811	all	Nil	Hong. & Shanghai Bank	175
40,000	200	all	5 pct.	Chartered Bank of India & China	175
40,000	250	1	5 p.ct.	National Bank of Indic.	108
60,000	250	all	12 do.	Oriental Bank	475

PRESS COMPANIES.

7½ 18	5,000	2,250	100p.c.	Akbar Cotton Press Co	1,500
800	2,000	1,150	50 do.	Albert Co, Kurrachee	690
100	500	all	18p.ct.	Albert Ginning Co	630
250	1,000	200 00	...	Alfred Mills Co	1,100
150	12,500	11,000	200p.c.	Apollo Press Co	3,350
175	1,000	all	...	Bellary	615
200	1,000	all	60p.c.	Berar Company (New)	600
300	2,000	all	200p.c.	Bombay Press Co	1,325
200	500	all	50p.c.	Do New	350
1,450	250	all	6½ p.c.	Broach Cotton Co	150
450	2,500	all	97½p.c.	Carwar Company	700
230	250	all	...	Coconada Press Co	130
800	1,250	all	175p.c.	Colaba Press Co	3,700
800	250	all	Nil	Dhollera P. & G. Co	200
352	1,000	all	...	East India Press Co	1,100
300	5,000	all	200	Fort Press Co	2,25
300	2,000	2,000	15 p.c.	Framji Cowasji Press Co	375
300	500	all	100 p.c.	French Press Co	450
1150	...	1,40	100 p.c.	Imperial Press Co	400
2138	400	320	60 p.c.	Mofussil Press & G. Co.	475
600	2,000	500	...	Nicol Press Manuf. Co. Ld.	1,500
120	...	1,50	250 p.c.	Princeof Wales Press	1,200
300	500	all	100 p.c.	Sassoon Press Co	575
400	50	75	125 p.c.	Scinde Press Co	405
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	800
150	250	all	12p.ct.	Vic. Col. Gin & Press Co.	1,000
450	1,000		100p.c.	Volkart's United Press Co.	900

* Per share for the half year.

RAILWAY COMPANIES.

...	£20	12 12 6	5 p.c.	G. I. P. Railway Consolidated Stock	244
...	£20	13 13 6	do.	Do. New £20 Shares	126
...	£20	12 7 3	do.	Ditto	73
...	£20	11 12 1	do.	Ditto	32
...	£100	1,00	do.	B. B. & C. I. Railway Co	1,100
...	£18	18 15 10	do.	Do. New £18 Shares	220

LAND COMPANIES.

2,000	2,000	all	60	Colaba Land Co	1,330
7,500	150	all	...	Forest Land & Pier Co. Ld.	120
1,750	2,000	2,000	20p.c.	Mazagon Land	1,000
6,000	1,400	all	15p.c.	Fort Canning Land Company, Limited	265

SPINNING AND WEAVING COMPANIES.

...	1,250	all	150%	Alexandra Spinning	1,500
800	5,500	all	200%	Alliance Spinning	2,355x3.
200	2,000	350	...	Bhowanagore M. & P. Co	1,120
620	1,000	all	100	Bombay United	1,100
2400	150	150	10%	Broach Mills	210
900	1,000	750	...	Colaba Spinning	1,0 9
2,500	2,000	all	100p.c.	Dharamsey Spinning	1,335
2,500	1,25	all	125p.c.	Fleming S. & W. Co	1,130
1,400	1,000	all	115p.c.	Great Eastern	1,275
700	1,000	all	...	Hindustan S. & W. Co.	1,075
750	1,000	all	115p.c.	Jeevraj Balloo Mills	1,215
...	...	800	...	Khandesh Spinning	1,125
200	1,250	all	Nil	Madras Spinning	1,000
...	...	500	...	Madras U. Spinning	980
2,500	1,000	all	65	Manockji Petit's	1,215
1,000	1,000	all	200p.c.	Morarjee Spinning	1,240
6,000	625	all	68%	Oriental	710
600	1,250	250	...	Prince of Wales Spinning	650
110	1,000	1,000	200p.c.	Soondercas Spinning	1,100
800	1,000	250	31½p.c.	Do. do. 1/4 share	270

MISCELLANEOUS.

1,000	12,500	1,500	240p.c.	Bombay Burmah Trading Corporation	1,600
1,000	50	all	45p.ct.	Bombay Gas Company	65
850	500	300	27p.ct.	Landing and Shipping Co. of Kurrachee Ld.	120
2,150	200	100	8 p.c.	Malabar Company Ld.	100
4,000	50	all	4 p.c.	Mechanics' Build'g Co.	18
1,200	500	all	7 p.c.	Treacher & Co	305
.....	250	all	40 p.c.	Vlegas Patent Slip Co.	40

BANKS IN LIQUIDATION.

		Date L'dation.			
.....	20	19½	...	Bank of China	1
.....	...	...	...	Eas India Bank	1
.....	200	13	Feb.	Indi n Peninsula	1

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Statement of Traffic, week ending 10th April 1875.

	Open 428½ Miles.	Rs. a. p.
Coaching		41,259 0 0
Merchandize		1,18,596 0 0
Telegraph		868 0 0
	Total Rs.	1,60,823 0 0
Corresponding week in April 1874.	Open 421½ Miles.	
Coaching		55,556 0 0
Merchandize		1,31,229 0 0
Earth Trains		930 0 0
Electric Telegraph		934 0 0
	Total Rs.	1,88,689 0 0
	Decrease Rs.	27,866 0 0

SHIPPING INTELLIGENCE.

THE ship KNIGHTON, 1,048 tons, Captain G. S. Murphy, will sail to-day for Falmouth, with a cargo of 7,006 bales cotton.

THE ship KHORASAN, 1,038 tons, Captain J. Connell, will sail to-day for Bassein, with cargo of coals, for Liverpool.

MESSRS. R. RUBATTINO Co.'s s. s. SUMATRA, 1,382 tons, Captain G. Caboars, sailed yesterday for Genoa, &c., via the Suez Canal, with passengers and a general cargo.

THE s. s. LANGSHAM, 1,186 tons, Captain R. Bain, arrived in harbour on the 14th instant from North Shield, (March 6th), calling at Gibraltar and Port Said, via the Suez Canal, with a cargo of 1,912 tons coals. The vessel is consigned to the Captain.

THE B. I. S. N. Co.'s s. s. BUSSEER, 538 tons, Captain J. Smith, sailed yesterday for Coast and Carwar with a general cargo and the following passengers :—For Vingorla—Captain Stafford. For Ratnagherry—Revd. H. C. Squin. For Hurnee—Hon. V. N. Mundlick, a friend, and child. For different ports.—Thirty-seven deck passengers.

THE s.s. NAVARINO, 2,174 tons, Captain S. H. Butler, arrived in harbour on the 14th instant from London (March 18th), calling at Gibraltar, Port Said, and Suez, via the Suez Canal, with the following passengers :—From London—Dr. Ross, Mr. Mittra, Mr. G. Brown, Mrs. Mullen, Lieut. and Mrs. Thornhill, Col. Keays, Mrs. Keays, Miss Keays, Miss Gordon, Captain and Mrs. Blair, Master and Miss Blair, Miss Young, Mr. Campbell Hamilton, Mrs. Mansel, Mr. Kennedy, Mrs. Goodby, Master and four Misses Goodby, Mr. Mallpos, and Mr. Ghosis. From Suez—Mr. Trevor. She brought the following cargo :—217 packages wine, 427 packages piece goods, 3 bales twist, 1,450 packages brandy, 836 packages beer, 156 packages provisions, 108 cases bangles, 175 kegs nails, 20 tons coals, 12 cases brass, 220 bundles 2,364 bars, 20 cases iron and 500 bundles steel, 15 cases sewing machine, 5 cases cologne, 6 cases biscuits, 4 cases butter, 25 cases geneva, 41 packages glass, 50 cases copper, 50 casks salammoniac, 32 packages clocks, 11 bottles quicksilver, 170 boxes tin plates, 14 cases cochineal, 120 packages color, 500 casks cement, 42 casks stout, 143 pakages window glasses, 308 packages olimanatores, 50 kegs shot, 22 packages cyder and many other packages merchandise. The vessel is consigned to Messrs. W. Nicol and Co.

ARRIVALS.

April.	Vessel.	Commander.	From.
14	Langshaw (s)	Bain	North Shields, March 6
14	Navarino (s)	Butler	London, Mar. 18.
15	Pekin (s)	Woolcott	Southamp on, Mar. 18.
	Ganges (s)	Walsh	London Mar 6.

DEPARTURES.

April.	Vessel.	Commander.	Destination.
14	H. M. S. Magpie	Salsmond	England.
14	H. M. S. Volage	Fairfax	England.
15	Suma'ra	Cahoon	Genoa &c.
	Busheer (s)	Smith	Coast and Carwar.
	Hellen Scott(s)	Parsons	Liverpool.

The following vessels obtained their port clearance yesterday :—

Ship Kingston, Murphy, to Falmouth.
Ship Khorasan, Connell, to Bassein.

The following vessels were entered out for loading yesterday :—

Steamer Hindostan, to China &c.
Ship Centurian, to Liverpool.

CALCUTTA.

ARRIVALS.

April.
11 Agra (s) ..... Sharp ..... Bombay 26th March.
Chimsura ..... Roberts ..... London 23rd Dec.
L. Pearson ..... Swain ..... Boston 14th Nov.
Mar; et Louise ..... Damas ..... Quebec.

MADRAS.

ARRIVAL.

April. ....
12 Surat (s) ..... Clacut'a.

DEPARTURE.

April. ....
12 Ava (s) ..... Calcutta.

ADEN.

ARRIVALS.

March.
17 Pehlwan, ss, Nacoda, from Bombay.
19 Prince Patrick, ship, Cretkins, from Cardiff
19 Briton, H M ss, Brine, from Bombay
23 Elk, H M G Boat, Harris, from Galle
25 Kwang Tung, H M Powell, from Berberra
25 Mary & Emma, Ship, Nacoda, from Rangoon
28 Latouch, Treville F G Boat, De Penfentanyo, from Seychelles.
29 Nassur Musjeed, Ship, Nacoda, from Calcutta
31 Sumatra, ss, Caboars, from Genova

April.
1 Hindostan, ss, Roskell, from Suez
1 Khedive, ss, Stewart, from London
2 Ava, ss, Fl-uriate, from Shanghi
2 Gorm, ss, Juhl, from Colombo
2 Lady Lycott, ss, Heratt, from Jeddah
3 Asseria, ss, Crocco, from Bombay
3 Hindoo, ss, Cozens, from Bombay
4 Wimbledon, ss, Watson, from Newcastle
5 Eskdale, ss Litten, from Akyab
5 Strasburg, ss, Barre, from Remenhaven
6 Chyebassa, ss, Ballantine, from London
6 Vespasian, ss, Alexander, from Colombo
6 Diadem, ss, Carpenter, from Bombay
6 Russia, ss, Grand, from London
8 Deccan, ss, Gluy, from Bombay
8 Buenaventura, ss, Yzpezcua, from Manila
8 Cheops, ss, Jarman fr m Calcutta
8 Lady Clare, ss, Jordison, from Rangoon
8 Elzn, ss, Care, from Rangoon
8 Horseguards, ss, Hill, from Rangoon
6 Sarthe, F T ss, ——from Toulon

March.
31 Prince, Patrick, Ship, Peterkin, to Rangoon
31 Latouch, Treville, F G Boat, De Penfentanyo, to Mussowah
31 Sumatra, ss, Caboars, to Bombay

April.
1 Elk, H M G Boat, Harris, to Suez
1 Hindostan, ss, Roskell, to Bombay
1 Khedive, ss, Stewart, Calcutta
2 Ava, ss, Fleuriais, to Marseilles
3 Gorm, ss, Juhl, to London
3 Lady Lycott, ss, Heratt, to Bombay
3 Asseria, ss, Crocco, to Genova
3 Hindoo, ss, Cozens, to Liverpool
5 Eskdale, ss Litten, to Antwerp
5 Strasburg, ss, Barre, to Henknow
4 Chychassa, ss, Ballantine, to Colombo
4 Vespasian, ss, Alexander, to London
4 Diadem, ss, Carpenter, to Liverpool
4 Russia, ss, Grand, to China
5 Deccan, ss, Galy, to Suez
5 Buenaventura, ss, Yzpezcua, to Liverpool
6 Cheops, ss, Jarman, to London
6 Lady Clare, ss, Jordison, to Portsaid F O
6 Elzn, ss, Care, to Portsaid F O
6 Horseguards, ss, Hill, to Malta
6 Birton, H M ss, Brine, to Berberra

VESSELS IN HARBOUR.

Pehlwan, ss, Nacoda, from Bombay.
Kwang Tung, H M Powell, from Berberra
Mary & Emma, Ship, Nacoda, from Rangoon
Nassur Mujeed, ship, Nacoda, from Calcutta
Wimbledon, ss, Watson, from Newcastle
Strassburg, ss, Barre, from Remenhaven
Russia, ss Girard, from London
Sarthe, F T, ——Toulon

HIGH COURT.—16TH APRIL.

(Before the Honourable Mr. Justice BAYLEY.)

LONG CAUSES

467-74—Jefferson and P—Custoor Saila and others v Vundrawun Vizlal and others—Ghandhibhoy.
104-75—Ghandhibhoy—Vundrawun Vizlal v Custoor Saila and others—Jefferson and P.
222-74—P Kavasjee—Nowrojee Muncherjee v Soma Lingoo Nurseo and others—Mr Fletcher for paupers, and Tyabjee and Sayani.
863-72—Craig v Lynch and Owen—Hurrivullubdas Cullandass v Punalall Poonamchund—Shamrao—For Rehearing.

(Before the Honourable [Mr. Justice GARTH.)
Chamber matter for hearing in Court.
502-74—Tyabjee and Sayani—Pundharinath Ramchunder and another v Trikumjee Vijbhookundas Shamrao Pandoorung

Admiralty Suit.
1-75—Prescot and Winter—Syed Moobaruck bin Antur v Secretary of State, &c—Mr Hearn.

LONG CAUSES.
325-74—Crawford and B—Foolvahoo widow v Gomtibai widow—Shapurjee and T. Partheard.
239-73—Lynch and Tobin—Frederick Thomas Jones v The G I P Railway Company—Hearn Cleveland and LeeWarner,
700-71—Shapoorjee and Thecurdas—Jumnadas Balkissendas v Shaik Abdoola bin Salem—Macfarlane and Skipsey.
339?4—Macfarlane and Skipsey—Ashabai widow of Goeman v Ballabai widow.
316-74—Lynch and Tobin—Madhowjee Munjee v Trikumjee Weljee and others—Jefferson and Payne and Macfarlane and Skipsey.
151-74—Mr Fletcher—Rajcooverbai v Buldew Poorunmull—Mr Bicknell.

MILITARY INTELLIGENCE.

ARRIVALS.—APRIL 14.

Keys, Colonel, Madras Infantry, from furlough, from England.
Thornhill, Local Captain, Bengal 2/19 h Regt, on duty, from England.
Ross, surg, Bengal Med Dept, from furlough, from England.
Blair, Captain, Bengal 18th Regt N I, on duty, from England.

APRIL 15

Warden, Lieut Col, Bombay Staff Corps, from furlough, from England.

DEPARTURES.—APRIL 15.

Whishaw, Surg Major, Bengal Med ser, on furlough, to England.
Collis, Captain, Bengal 6th Royal Regt, on leave, to England.
Goodall, Captain, Bengal 29th Regt, on leave, to England.
Mostyn, Lieut, Bombay 7th R Fusiliers, on duty, to Deolalee
Trent, Bt. Major, Madras 4th Light Infy, on leave, to England.
Fane, Lieut Col Madras 19th Bengal Lancers, on furlough to England.
Dawson, Colonel, Bengal Staff Corps, on furlough, to England.
Martin, Surg Major, Bombay Med Dept, on leave, to Mabaran.
Jameson, surg Major, Bengal Med Dept, on sick leave, to England,
Montgomery, Captain, Bombay R A, on leave, to Ahmedabad.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF,
Adjutant General's Office, Head Quarters.

Poona, 14th April 1875.

The C-in-C is pleased to make the following appointments :—
1st Regt L C—Lieut E L Elliot, 2nd Squadron Subtn, to officiate as 1st Squdron Subtn vice Capt Hepbiel off Adjt.
Poona Horse—Capt J Philips 1st Squadron Subtn to be 3rd Squdron Officer vice Capt Owen deceased.
Capt C M Erskine, Staff Corps, to be Squadron Subtn vice Capt Philips.
1st Grenadiers N I—Col M Walker, 2nd in Comd, to be Comdt, vice Col Johnstone who retired 1st April.
Lieut-Col S J Thorp, S C, to be 2nd in Comd, vice Col Walker.
10th Regt N L I—Surgn S J Goldsmith to officiate in medical charge, vice Surgn Maj Murray proceeding on furlough.
13th Regt N I—Surgn Maj J Miller is D to officiate in medical charge, vice Surgn Maj Tuohurst proceeding on furlough.
19th Regt N I—Lieut-Col J Carr e Wing Officer to be 2nd in Comd, vice Col Stidman who retired on 1st April. Maj A Utterson, S C, to be wing Officer, vice Lieut-Col Currie.
16th Regt N I—Capt J E Watson to retain the Q M ship on promotion. Dated 10th April 1875.
Instances having been brought to the notice of the C-in-C of sepoys having been sentenced to short terms of imprisonment with hard labor, thus necessitating the transfer of such offenders to the nearest civil jail under the provisions of Article 151, H Ex directs that Native soldiers sentenced to simple imprisonment are not to be made over to Civil power in any case in which the individuals are to return to their duty in the ranks, but will undergo their punishments in the quarter guards of their respective Regts, or in any other building at the station which may appear suited for the purpose.
2. When a Court Martial is of opinion that the offender is a fit person to be returned to military duty after undergoing a sentence of imprisonment, such sentence should award simple imprisonment only, and not imprisonment with hard labor.
The undermentioned officers have leave of absence :—
Royal Artillery—Veterinary Surg W D Rogerson, (8Bde) from 17th March to 16th Sept 1875, in England, on medical certificate.
66th Foot—Lieut E H Foxbey to Bombay, from 11th April 1875 to 30th April 1875, on medical certificate in extension, preparatory to obtaining a final certificate to Europe.
Bombay Infantry—Lieut-Col A H Davis, to Harnee, from date of departure, for thirty days, on medical certificate.,

GENERAL ORDERS.

BY THE HONOURABLE THE GOVERNOR IN COUNCIL,
Bombay Castle 24th March 1875.

MILITARY DEPARTMENT.

Lieut C B Norman, 3rd Sikh Infantry, is allowed to proceed to Europe, on medical certificate, under the Furlough Regulation of 1868, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.
The undermentioned Officer of the Bombay Army is permitted to retire from the Service, from the date specified, under the provisions of G G O No 2, 4th Jany 1875 :—
Coll 9 Dalhousie S C Ordinary Pension : £360, capitalized value of annuity £4,320—Date of Retirement 1st April 1875—paid in England.
The services of Maj A W Macnaghten, 2nd Regt Light Cav., are replaced at the disposal of H Ex the Cr-in-C.
The undermentioned Officer is allowed furlough to Europe for two years, from date of departure, under Rule IX of the furlough Regulations of 1868 :—
Capt A M Phillips, S C, Third Asst Political Agent, Kattywar.
The following temporary appointments is made :—
Surgn-Maj J E Segard, M D, to be acting Secretary to the Surgn-Genl, Indian Medical Dept, during Surgn-Maj Martin's absence on leave, or until further orders.
The undermentioned Officer is allowed furlough to Europe for eighteen months, on medical certificate, under the Furlough Regulations of 1868 :—
Lieut-Col C H Barchard, C B, B S C, is allowed to proceed to Europe, on medical certificate, under the furlough Regulations of 1868, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.
The undermentioned Officer is allowed furlough to Europe for fifteen months, on medical certificate, under the Furlough Regulations of 1864 :—
Capt H V Riddell, late 2nd European Bengal Fusiliers.
Surgn-Maj G W Jamieson, H Medical Establishment, is allowed to proceed to Europe, on medical certificate, under the Furlough Regulations of 1868, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.
The undermentioned Officer is allowed furlough to Europe for one year, on medical certificate, under the Furlough Regulations of 1868 :—
Capt L Russell, S C, Asst Political Agent, Kattywar.
Asst Apothecary G J De Nazareth, No 106, is discharged the service.
The furlough to Europe for two years granted to Maj J H Drummond, S C, by G G O No 147, dated 19th Feb 1873, is extended from the 17th to the 23rd March 1875.
The following appointment is made :—
Maj G S Mignon, S C, to officiate as Depy Judge Advocate, vice Lieut-Col E M Gilbert Cooper, proceeding on furlough.
The undermentioned Officer is allowed furlough to Europe for eighteen months, on medical certificate, under Rule 14, Clause 2, of the revised Furlough Regulations of 1868 :—
Capt M M Carpendale, S C, S-cond in Comd, 2nd Sind Horse.
The undermentioned Officer, having completed twelve years' service, four of which have been in the S C, to be Capt from the date specified, subcejt to H M's approval :—
S C—Lieut Joshua Rowley Watson—10th April 1875.
The undermentioned Officer having completed twenty years' service, to be Maj from the date specified, subject to H M's approval :—
S C—Capt Edward Walter Trevor—4th April 1875.
The undermentioned Officer has been granted extension of leave on private affairs for the period specified :—
Capt J H E Crawford, 1 month.
The undermentioned Officers have been allowed to retire from the Service from the dates specified :—
Surgn-Maj H Wakefield, 29th March 1875, and Surgn-Maj H J Gane, 28th April 1875.
The services of Surgn-Maj D Simpson, M D, are placed at the disposal of Govt for employment in the Civil Dept.

ECCLESIASTICAL DEPARTMENT.

With reference to Notifications dated the 16th and 31st March 1875, the furlough to Europe for two years granted to the Reverend M M Ross, Senior Chaplain, Church of Scotland, is to be in effect from the 17th April inst.
Capt F J Wise, Supt of Police in the District of Kurrachee, is appointed to be a Magistrate of the First Class under Sec 37 of Act X of 1872.

REVENUE DEPARTMENT.

Mr W A East has been appointed to act as Colr and Magst of the District of Broach during the absence of Mr J G White, or until further orders.
Mr W A East is allowed special leave of absence for six months under Sec 15 Chapter IV of the Civil Leave Code, Second Edition, and subsidiary leave for 10 days under Sec 18 Chapter V of the same Code, to commence from the date he is relieved of his duties as Acting Colr of Broach.
Mr W Ramsay, Actg Colr of Khandesh, is allowed privilege leave of absence for 20 days from the 16th proximo, or such subsequent day as he may avail himself of it.

GENERAL DEPARTMENT

Apothecary David Munday is placed in medical charge of the Civil Station at Nasik.
Capt A Currie Offg Comdt, H Exy the Gov's Body Guard, has passed an examination in Marathi.
Surgn F C Barker, Civil Surgn, Kaladgi, is allowed privilege leave of absence for 15 days from the 20th inst.
Mr Trimbuck Narayan Kirlane, Head Master, Kaladgi English School, has been appointed to act as Deputy Educational Inspector, Kaladgi S-ib-Division, during the absence of Mr R A Savanur, on privilege leave.

RAILWAY DEPARTMENT.

Lieut C L Young, R E Asst Engr, Second grade, is appointed from the 13th inst, and until further orders, to act as Depy Consulting Engr for Railways, vice Major T P Dowden, R E, on furlough.
Mr S Kyte, Third Class Inspr of Police, Belgaum, and actg at Sholapur, to act as Second Class Inspr of Police in the Ahmadnagar District during the absence, on sick leave, of Rao Saheb Hanri Narayan.
Mr D Bonnett, Fourth Class Inspr of Police, Ratnagiri, to act as Third Class Inspr of Police in the Sholapur District.
Rao Saheb Hanri Narayan, Fifth Class Inspr of Police, Ahmadnagar, to act as Fourth Class Inspr of Police in the Ratnagiri District.
Mr Bapujee Israel to act as Fifth Class Inspr of Police in the Ahmadnagar District.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

Date.	Mail closes.	After packet
United Kingdom ..... April 19	6-30 P.M.	7 P.M.
Kurrachee ..... " 16	11 A.M.	12 A.M.
Persian Gulf via Kurrachee. " 16	11 A.M.	12 A.M.
Australian ..... May 1	3-30 P.M.	No after packet.
China ..... " 20	3-30 P.M.	
Mauritius and Reunion ..... " 19	6-30 P.M.	7 P.M.
Zanzibar, &c. ..... May 10	6-30 P.M.	7 P.M.

OVERLAND MAIL.

In supersession of this Office Notice of the 9th May last, it is notified that as the Overland Mail Steamers of the P. & O. S. N. Company will leave Bombay every Monday soon after 7 P.M., the following revised arrangements in the hours for closing Mails will come into operation :—
Letters will be received at the General Post Office up to 5-30 P.M.
Newspapers, Books, and Patterns, up to 3 P.M.
Registered Letters up to 2 P.M.
Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 2 and 4 P.M.
Late Letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P.M.
The latest hour for posting Overland covers at the several Branch Post Offices will be 9-30 P.M.
Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. and up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.
The Overland Mail Steamers will leave Bombay as under :—

	7 P.M.	
Monday ..... April 19	Monday	May 3
" ..... " 26	"	May 10

PANCHGUNNY SCHOOL.

PATRONS.

HIS EXCELLENCY THE GOVERNOR OF BOMBAY.
The Hon'ble the Chief Justice of Bombay. | The Hon'ble F. S. Chapman. Colonel Field, C.B., A.D.C. to the Queen.
The Hon'ble A. Rogers.
COLLECTOR OF SATARA :—President of Committee.

THE SUPERINTENDENT OF PANCHGUNNY.

HEAD MASTER :
Mr. E. E. GOODE,
Late of the Bombay and Bengal Educational Departments.

THIS SCHOOL is established to afford a liberal education to the sons of Europeans. The nominal standard is that of the Matriculation Examination of the University of Bombay. In the case of boys who are to be sent to England, the course of instruction will be found such as to prepare them for the Public Schools and Universities at home.
The climate of Panchgunny is without a rival in Western India. It has all the advantages of that of England, without its drawbacks. The station is delightfully situated on the Mahableshwar range with an average rain fall of about 35 inches and a mean temperature of 61 degrees. It is admirably adapted as a permanent Residence for Europeans. Besides its natural advantages, Panchgunny offers the still further inducement of *being free from the vicious attractions of large towns* : it has no bazaars.
"The present Head Master has had considerable experience in the training of children and the Committee have every confidence in recommending him to the Public. Children from Bombay and elsewhere will here find a happy home."
BOARDERS are received by the Head Master on the following Terms :—

For Boys under	9 years of age	Rs. 25 per mensem
" " between	9 and 12 "	30 "
" " "	12 and 15 "	35 "
" " "	15 "	40 "

Applications to be made to the Head Master.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGES.

HOGGAN—SUTTON—April 14th, at Christ Church, Mhow, by the Revd. C. F. Waterhouse, Lieut W. B. Hoggan, Royal Artillery, to Jeannie, second daughter of Henry Sutton, Esq., Ordnance Department.
KIDDLE—STEUART—April 13th, at St. Mary's Church Poona, by the Revd. G. A. F. Watson, Mr. J. Kiddle, P. W. O. Co.'s service, to Catherine Elizabeth Steuart, second daughter of Capt. W. W. Gostin.—No cards.
STROVER—ROBERTS—April 18th, at the Cathedral, Bombay, Lieut. Col. H. Strover, Royal Artillery, to Annie Gordon Nevill, daughter of Martyn Roberts, Esq., F. R. S. E., Bath, England.

DEATHS.

BEST—March 25th, at Hyeres, France, Alexander Vans Best, M. D., F. R. C. S., late Bengal Medical Service, aged 40.
HOWDEN—March 20th, at Marine House, Tenby, South Wales, of pleurisy and inflammation of both lungs, Andrew Cassels Howden, Esq., C. E., late of G. I. P. Railway, India, aged 38.

OTHER PRESIDENCIES.

BIRTH.

OAKSHOOT—April 13th, at 6 McNicholl's Road, Chetput, the wife of Eugene Oakshott, of a son.

DEATH.

HOURIGAN—April 6th, at Simla, Alice Matilda, wife of Mr T C Hourigan, second beloved daugater of Mr and Mrs T J Daniell, of Calcutta,—aged 26 years, 4 months, and 14 days.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

FRIDAY, APRIL 16, 1875.

THE dinner given to Mr. B. H. Ellis by the members of the Byculla Club on Wednesday evening was not intended as a political demonstration ; but we cannot help thinking it a pity that, when a formal compliment of this kind is paid to a public man of high station at the close of his Indian career, the Club persists in maintaining the rule hastily passed about two years ago for the exclusion of reporters from Club dinners. The Byculla Club is a representative institution ; and, when it resolves to do a man honour by giving him a dinner, it does not act fairly towards the guest it delights to honour by treating the entertainment as an ordinary social gathering. Indian officials, as a rule, do not come often enough before the public. They are nearly always shut up in their offices, and have few opportunities of speaking to the outside world except through the medium of reports and minutes which often reveal but little of the writer's character. If personally they were better known, they would perhaps be more justly appreciated. It was evident from the tone of his speech on Wednesday that Mr. Ellis thought he was speaking not merely to the members of the Byculla Club—who had assembled in great force to do him honour, the Civil Service, the Bench, the Bar, the Army, the Navy and the Merchants of Bombay being all well represented —but to the whole community, and he cannot, we should think, but feel slightly disappointed that his words were not allowed to penetrate beyond the sacred walls of the Club-house. Mr. Ellis betrayed no official secrets ; he even refrained from taking advantage of the opening Mr. Gibbs's reference to his minute on the Rajpootana railway gave him to state whether he has recommended that a line which he considers of extreme importance for military as well as commercial purposes should be constructed on the broad or the narrow gauge ; but his speech contained much matter of interest for the general public. He drew an amusing contrast between the state of Bombay thirty years ago, when he first knew it, and its present condition, and spoke of the city as destined to be not only the fairest in India, but one of the fairest in the world. It was pleasant to observe, on the one hand, with what genuine good will Mr. Ellis referred to Bombay, to Bombay men, and to Bombay institutions, and, on the other hand, how cordially this friendly regard was reciprocated by his hosts of the evening. No man could be more popular than Mr. Ellis is with Anglo-Indian society ; but we are bound to say we could have wished that less stress had been laid on his hospitality and other social qualities, and a more serious effort made on such an occasion to trace the causes of the remarkable success of his career as an administrator. We believe he has won his way to almost the foremost place in the Indian Civil Service by dint of being a clear-headed, resolute, indefatigable man of business. He has not been a man of innumerable Minutes, perpetually vexing Government and the country with new and undigested ideas to be carried out at the public expense, but has always done the work he had to do with all his might. This is the stamp of man that is wanted in the Indian Civil Service ; and though there is a certain hardness in Mr. Ellis's character as a revenue officer—the inevitable result of many years' practice as an administrator—we cannot doubt that his shrewd common sense has been applied in the main for the benefit of the taxpayers as well as the tax-collectors in India. Mr. Gibbs

...EGRAMS FOR ...BAY GAZETTE.

...AHARAJA OF CASHMERE.

SIMLA, 15TH APRIL.

The Maharaja of Cashmere was received by the Viceroy at noon to-day. The Peterhoff guard of honour was composed of Goorkhas. The Jutog mountain battery fired salutes of nineteen guns on the arrival and departure of the Maharaja.

LAHORE DERBY SWEEP—MAJOR GENERAL SIR C. REID.

LAHORE, 15TH APRIL.

The Magistrate and Superintendent of Police of Lahore notify that enquiry regarding the "Lahore Derby Sweep" advertised in some Indian papers elicited the fact that the management is such as is not deserving of public support.

Major General Sir Charles Reid leaves on the 3rd proximo for England on medical certificate for six months.

THE RUTH.

NASSICK, 15TH APRIL.

The Ruth will be allowed to go out if no more people come in.

[REUTER'S TELEGRAMS.]

ARMY PROMOTIONS AND APPOINTMENTS.

LONDON, 14TH APRIL.

The Right Rev. Thomas L. Claughton, Bishop of Rochester, has been appointed Chaplain General to the British forces.

The following promotions have been gazetted: Lieutenant Colonels S. E. Gordon, W. E. M. Reilly, R. J. Hay, and J. M. Harris to be Lieutenant Colonels of Artillery; Majors Macleod, F. T. Whinyates, W. N. Miller, B. L. Gordon and T. W. Purcell to be Lieutenant-Colonels of Artillery; Lieutenant-Colonel S. W. Bowles and Major W. F. A. Colman to be Lieutenant-Colonels of the 37th and 8th Regiments respectively.

BREVET PROMOTIONS.

In consequence of the death of General Sir James Hope Grant, G. C. B., Lieutenant-Colonels J. M'K. Macintyre and Edward Harris have attained the rank of Colonel; and owing to the deaths of Lieutenant-Generals Lemon and G. Campbell, Major J. H. Campbell has been gazetted Lieutenant-Colonel, and Lieutenant-Colonel Sir G. Bell has attained the rank of General.

THE INDIAN LEGISLATION BILL.

In the House of Lords last night, the Bill to consolidate the Statutes of Indian Legislation was read for the second time.

This Bill provides that no Courts in India shall have power to declare the Acts of the Legislative Council invalid, but reserve the right of reference to the Judicial Committee of the Privy Council in the event of the Supreme Courts of the Presidencies discontenancing the decisions adopted by the Legislative Council.

ALLEGED BREACH OF PRIVILEGE OF THE PRESS.

In the Commons last night, a resolution was passed to call the printers of the *Times* and *Daily News* to the bar of the House on Friday next to be interrogated in reference to the breach of privilege, it is alleged, they have committed in publishing the proceedings of the Foreign Loan Committee.

THE TROOP-SHIP JUMNA.

LONDON, 15TH APRIL.

The Troop ship *Jumna* has passed through the Suez Canal homeward bound.

OBITUARY.—Baron Brunnow.

GERMANY AND BELGIUM.

BERLIN 14TH APRIL.

The Ministerial *Province Correspondence* declares that there is nothing in the condition of political affairs to justify the recently expressed apprehensions.

LONDON, 14TH APRIL.

The Liverpool Cotton Market closed steadier. Surats heavy especially G. Ginned Bowra.

The London Cotton Market has been steady.

Fair Dholleras 5 5/16.

3 per cent. Consols for account .... 93¼.

5 do. French Rente, 1872 .... 102½.

Bar Silver ..... 57 3/16.

Arrival—Indus.

We are glad to say there is every probability at the present moment of the post of Sanitary Commissioner of the Presidency being filled, during Dr. Lumsden's furlough, which he intends to spend in Ceylon, by Surgeon Major Pinkerton, Superintendent General of Vaccination, and not at all events by the omnivorous Dr. Hewlett. This is an arrangement we advocated some time ago, and if it is carried out the public interests must be benefited.

MR. JOHN NUGENT, Under Secretary to Government in the Political, Judicial, and Educational Departments, and Secretary to the Council of the Governor of Bombay for making laws and regulations, is allowed furlough to Europe for two years from date of departure in May next. Mr. Lee Warner is to succeed him as Under-Secretary to Government.

It is said that Sir A. Arbuthnot succeeds Mr. Ellis as Member of Council.

THE Lord Bishop of Madras left Madras on Monday afternoon last for Ootacamund.

THE Princess of Tanjore would leave Madras for Tanjore by train at 7-30 A. M. yesterday, under a salute of thirteen guns.

SURGEON-MAJOR SEWARD will continue to performa he duties of Residency Surgeon at Baroda until such time as he may be informed by the Political that his services in that capacity can be spared.

It is probable that the Government will shortly propose to the Queen a list of names for peerages and among those who are expected to be included in it are Mr. Gerard Sturt, Sir Ivor Guest, Sir Henry Stracey, Mr. Legh, of Lyme, and Mr. Baillie Cochrane.

FROM the statement of cotton shipped from ports in Sind in the Bombay Presidency to foreign or external ports during the month of March 1875, we learn that there were shipped 8,172 pressedb ales equal to[31,17.744lbs. or 4,871 candies and 304lbs., and of the value s. 8,63,085. In ad dition to the above, 2,335 pressed bales of cotton weighing 9,13,808 lbs., of the value of rupees 2,31,600, have been shipped to Bombay.

THE Madras Government have called upon the several magistrates and collectors to state what has been done with regard to the order that was some time ago passed directing that the applications of Mahomedans for appointments under Government should receive favourable consideration. It is supposed that more Mahomedans than have found employment under Government should have been induced to offer themselves as candidates for posts in the public service.

IT is said that Government is refusing to discuss any longer the affairs of Central Asia with the Russian Cabinet—an excellent resolution, provided it is accompanied by a watchful attitude. Fortunately, Lord Salisbury has vigorous ideas, and he may be trusted not to let the military organisation of India fall to pieces. It is obvious that, after repeated breaches of promise on the part of Russia, no safety remains for our empire in India, except in a complete state of preparation at least for defensive warfare.

TERRIBLE things are occuring in the court at St. Petersburg. The Czar, as is known, while he is ready to be the protector of any nationality, is strongly opposed to the "permanent occupation" of any territory, and after having long done his best to make himself the father of his own subjects, he has now suddenly taken up the cause of the Polish Jewesses, which has caused great consternation and not a little dissatisfaction. The Empress has resolved to extend her gracious countenance to Princess Dolgorouki.

ACCORDING to the Berlin correspondent of the *Times*, the Chinese campaign of Yakoob Beg of Kashgar has been successful. He has annexed the important district of Manas and Urumtchee, and keeps a garrison at Turfan, south-east of Manas, for the protection of the new province. The inhabitants, being Dungans or Mahomedan Tartars make common cause with him against the Chinese. The latter, sluggish and persevering as ever, are collecting troops at Tchangutchok, Hami, and Baikaub, the latter being intended to attack Kashgar, while the former are to recover Manas.

THE following item of news regarding the latest movements of the Naga Expedition has been published in Calcutta: "On the 1st April the force proceeded to 'Ninu,' one of the villages implicated. The inhabitants, as usual, bolted, but they let the sepoys come a little too close, the result being thirty killed, and, of course, not a single casualty on our side. The village was burnt, and an innumerable number of cattle and grain destroyed. With the severe punishment inflicted on this village the campaign comes to a close. The force will be in the plains on or about the 6th instant."

THE office of Clerk of the Parliaments has not yet been filled up. There is an impression in parliamentary circles (says the *World*,) that Mr. Mowbray will be appointed to the vacancy. As need hardly be said, he is one of the representatives of the University of Oxford. In the last Conservative administration he was Judge Advocate General, and subsequently he was given the more important post of first Church Estates Commissioner. The office vacated by Sir J. G. Shaw Lefevre is worth 2,500l. a year, and a residence goes with it, making the total value of the appointment 3,200l.

WE are sorry to see it stated that Mr. Delane, the editor of the *Times*, is seriously unwell. We hope that this is not the result of the stretching his constitution must have recently received from the pulling at him of worthies connected with Baroda scandals. That he has been in a weakly condition for some time past was evident from the fact that on Indian ground he had to rely upon a Wood leg, which walked him into sad dirty puddles; but let us hope seriously that he will soon get well again, for England can ill afford to lose a man who has done so much service for her as Mr. Delane.

NEXT summer a number of Russian officers have resolved to emulate Lieutenant von Zubowitz's famous ride from Vienna to Paris. They are to ride from St. Peterburg in twenty one days. One of these officers—M. Medvedovsky—has just ridden with an orderly from St. Petersburg to Moscow in nine days, although the roads were covered with ice and there were occasional falls of snow. Both riders and horses arrived at their journey's end in good health and condition. They were several times stopped on the way by zealous officials who could not understand the object of their haste. The distance is 698 versts.

A LETTER from St. Petersburg in the *Allgemeine Zeitung* states that the firm of Lindholm, at San Francisco, has obtained a concession from the Russian Government for a monthly communication between Wadiwostok, on the East Coast of Siberia, and Japan. The steamer intended for this purpose has been already built and will start on its first voyage on the 1st of July. Wadiwostok will thus be reached from St. Petersburg *via* Japan, San Francisco, the Pacific Railway and the Atlantic, in 50 days, whereas the journey by land through Siberia and European Russia occupies at least six months.

MR. CHARLES LENNOX PEEL is to be the new Clerk of the Council. With reference to the somewhat prudish and narrow-minded objections which have been made to the publication of Mr. Greville's Diary, *Vanity Fair* humorously assures its readers that the new Clerk of the Council will be strictly forbidden to keep a diary, and his letters before being sent to the post will be carefully revised by a gentleman of the bedchamber in ordinary. He will be directed to avoid society; and if asked out to dinner he will not listen to any good stories tending to reflect on the character of the grandfathers of baronets or peers.

MANY of our readers have heard of, if not seen Isabella the flower-girl who used to be such a favourite at the Paris Jockey Club. Poor girl, she is now getting old and her former admirers of the Jockey Club, who love flowers fresh not faded, have dismissed her from her post for undutiful conduct towards her mother, in refusing that lady "alimentation" to the extent of thirty francs a week. A court of justice ordered her to pay 600 francs a year, and the Jockey Club has supplemented the sentence of the law. Isabella, she is said to have a pretty little fortune, and will no doubt live on pleasant terms with her mother after what has occurred.

THE poor Jews still continue to be hated in some parts of the world. We observe it stated in one of the home papers that a St Bartholomew Jews appears to be at hand in Morocco. Solitary Jews are murdered by the Arabs without let or hindrance. One assassin, indeed, was fined £20, but this money instead of going to the victim's family was pocketed by the judge. It is true that an English consul is endeavouring to protect the Jews, but surely this is a matter within the province of Sir John Hay's duties. England is not, of course, obliged to take up the cause of the Jews throughout the world, but she has constituted herself for the present the champion of civil and religious liberty, and could with very good grace direct proper representations to be made to the Sultan.

THE *Times* says that the military authorities have resolved to apply all the powers at their disposal to prevent the reprehensible custom of fraudulent enlistment by men previously discharged from other corps for inefficiency, bad conduct, or with ignominy. Hitherto such cases were brought before the police magistrates, who can only inflict a maximum sentence of three months' imprisonment. The military authorities, finding this punishment inadequate to repress fraudulent enlistment, have resolved to have recourse to the powers given them by the Articles of War, and in accordance with this resolution, Private George Allen, 84th Regiment, has just been sentenced by a district court-martial, held at Aldershot, to undergo one year's inprisonment, with hard labour, for denying when he enlisted into that corps that he had been discharged with ignominy from the Rifle Brigade.

THE *Exchange Gazette* of Berlin says that the German Government has ordered of the firm of Krupp a gun of 35 centimetres calibre, which, when completed, will be the heaviest rifled gun in the world. The heaviest of the German coast guns is at present the 30½ centimetre coil gun, one specimen only of which has been made. According to the preliminary trials carried out with it on the shooting ground attached to the Krupp factory, it is far superior in its effects upon the iron plating of ships to the best of the English cannon. The 30½ centimetre gun weighs 36,600 kilogrammes, and fires a steel tipped cast shell of 296 kilogrammes with a charge of 60 kilogrammes of prismatic powder. The new 45 centimetre gun will weigh about 54,700 kilogrammes, and fire a projectile of 400 kilogrammes with a charge of 90 kilogrammes of prismatic powder. The 30½ centimetre gun has made a clean hole through 10 inch plates with a strong wooden backing at a distance of 1,000 metres, and it is expected that the 35 centimetre gun will produce the same effect at a distance of 1,700 metres.

THE *South India Times* gives an account of a row between sepoys and soldiers at Trichinopoly —On Monday last, the 5th instant, at about 6½ p.m., two soldiers and a corporal of the 59th P. V. Regiment came across a sepoy of the 32nd Regiment near the Pootoor Bridge, and asked him something. The latter not understanding the language could not satisfy the former. On this one of the soldiers assaulted the sepoy in a fearful manner, and while they were taking to their heels were chased by a number of sepoys who captured one of them and gave him a sound thrashing and put him in the guard. The private who assaulted the sepoy, however, made his escape. Head Constable Swift espying a crowd from the Police station immediately came to the spot. He and a Subadar, who also was present, sent for a European escort. In a few minutes, a Serjeant and three men of the 59th appeared and took away the captive to the cell. The Serjeant in company with the Subadar, went to see the sepoy who was already in the regimental hospital. We hear that the corporal has been reduced and the men are awaiting trial.

A WRITER IN *Vanity Fair* says,—The intrusion of strangers into the sacred precincts of the Honourable House is not so uncommon an occurrence as is supposed. In 1856 Father Casey, the resident priest of Wardour Castle, and a good jolly dog to boot, having an order for the Galler given to him, walked very innocently into the body of the House and up the floor and, seating himself down in a vacant seat *on the treasury bench*, entered amiably into conversation with a minister sitting there, and who supposed him to be a member. Shortly afterwards a division was announced, when Father Casey asked his friend, "Shall I be in the way when the division commences?" "Of course not," replied the minister, "you will only keep to our lobby." "But," objected Father Casey, "I am not a member." "Not a member!" ejaculated the astounded minister; "then who the deuce are you?" "A Catholic priest," was the natural reply, which it is really a thousand pities Mr. Whalley did not hear. Father Casey was hustled out of the House just before the division-glass had run out, and nobody ever knew to this day how narrowly England escaped another Gunpowder Plot.

DURING the progress of the work which are now being carried on at Chatham for the extension of the dockyard, the remains were discovered of a considerable number of bodies, believed to be those of French prisoners who were confined in hulks in Chatham Harbour during the continental war at the commencement of the present century. The remains have been carefully collected and reinterred in a spot set apart for the purpose, and in the centre a memorial obelisk, rising to a height of nearly thirty feet, composed of polished granite and Devonshire marble, has been erected. On the base of the obelisk appears the following inscription:—"Here are gathered together the remains of many brave soldiers and sailors, who, having once been the foes, and afterwards the captives, of England, now find rest in her soil, remembering no more the animosities of wars or the sorrows of imprisonment. They were deprived of the consolation of closing their eyes among the countrymen they loved, but they have been laid in an honourable grave by a nation which knows how to respect valour and to sympathize with misfortune." The burial ground will in future be tended and maintained by the Admiralty.

THE following private letter, dated 26th March 1875, has been placed at the disposal of the *Englishman*: "By a note from Burasali you will see that the expedition is nearly over, chaug burnt, &c. I am sorry to say very few Nagas accounted for, so few that as a punitive expedition it can't be called a success by any means, and I agree with Captain Butler that, considering the crime committed by the deaths on our side by the massacre, the punishment should be more effectual; and I would strongly urge another expedition next November or December to complete what is so far from finished now. It is not good policy to do more now, as the rains are on us; but to leave matters only half-done is missing a grand chance of doing a great good both for present and *future*. I hear Ninu (or Nibang) was well stockaded, and the Nagas fired two volleys at the people at work at the bridge over Dili, doing, I hear, no harm, the range being probably too great. In a month or two all the damage we have done will be obliterated, as these fellows can easily rebuild their houses in a month, and live like fighting cocks on the jungle produce, which is far more plentiful and better for food than the generality of people think. They live on it half the year. They will pretty certainly laugh in their sleeves (barring having none) at what we have done, though they will doubtless make a great fuss of having suffered horribly."

THE great "special" of the *Daily News* has recently been in Ireland, and of course wrote some felicitous descriptions of the people. The finest *pisintry* in the world have not reciprocated the felicity, and the *World* thus humorously alludes to the affair:—It is said that at the request of numerous leading inhabitants of the county of Tipperary, where during a recent visit he made himself extremely popular, Mr. Archibald Forbes will shortly deliver a series of lectures, in the towns of Clonmel, Tipperary, Nenagh, Cappawhite, Carrick on Suir, &c., the topic being, 'the best methods towards accomplishing the comparative civilisation of Tipperary'. Mr. Forbes will, it is understood, recommend no sudden or abrupt efforts, but will counsel instead the substitution for stones of raw potatoes and turnips, in their turn to be gradually replaced by boiled vegetables of the same description. Boiled potatoes, which are comparatively innocuous missiles, Mr. Forbes is, we understand, inclined to regard as the *ne plus ultra* of Tipperary civilisation in the way of projectiles. Instead of shillelaghs and wattles, he is in favour of the introduction of bourtree wands, cabbage stalks, bulrush stalks, long carrots, &c., which can do but little injury, more particularly to skulls inured to contusions during a series of generations. Mr. Forbes declines to accept any remuneration for this undertaking, being anxious that the people of Tipperary will regard his services in connection therewith as an acknowledgment of the courtesy shown him during his recent visit, and of the genial manner in which he has been spoken of since his departure.

THE *Calcutta Indian Statesman* makes the following remarks on the opinion of the *Times* on the Baroda trial:—No one but the members of the Commission and the Government of India as yet knows what the purport of the Commission's report has been; and the writer in the *Times* in assuming that the Gackwar must be restored, has it seems to us been simply adhering to his old practice as a journalist, of, in matters of importance, making the wish father to the thought. To what journalistic writer, it will be asked, do we thus allude? We reply, to the *Times*' late Calcutta correspondent, a journalistic writer who while in this country, and Editor of the *Friend of India*, was not inapt to jump to conclusions, and but too prone to that bitter and unscrupulous system of imputation on public men which did such injury to what might have been the fine journal in his charge, and bade fair to gradually accomplish its extinction. The ex-editor of the *Friend* to whom we refer is unlikely not to have exerted himself for place on the contributing staff of the *Times* as a writer on Indian topics, and still more unlikely to have forgotten that but for the interposition of Lord Northbrook, he would have been principal Secretary to Bengal Council by Sir George Campbell, and gone home as the Hon'ble ——L.L.D., Member of the Council of Bengal, and late Editor of the leading Indian Journal. And if so, we need search no further for a cause for the suddenly developed animosity of the London journal to the present Viceroy of India, who has never given it cause of offence, unless indeed declining to prohibit the export of food stuffs during the famine period can be regarded as such.

The *Opinione*, which is believed to represent the views of the Italian Government, says, that any representations that may be made to Italy from Berlin in regard to the conduct of the Pope cannot in any way disturb the friendly relations which exist between Italy and Germany, but that such representations cannot be expected to have a practical effect. "When the law of guarantees was introduced in Italy," it continues, "the object was to reassure Catholic countries in regard to the complete freedom and independence of the Pope in all religious questions. The Italian Government did not certainly have any idea that the Holy See would so abuse the liberty left to it as it is now doing, still less did the Government think it would be held responsible for such a result. The Italian Government will never permit intrigues and conspiracies against friendly Powers to be plotted on its territory; but it is well known that the home of these intrigues is not in Italy but elsewhere. The law of guarantees was introduced in Italy to encourage the free exercise of the spiritual power; it did not create, and has no influence upon the conduct of the Pope towards other States. The authority which he exercises in those States depends upon the concordats concluded with them no less than upon the moral influence which he exercises over the people. Nothing could be more favourable than the Gallican Church should again come into power, and that the Governments of other States should also succeed in coming to an understanding with the bishops in those States and in settling all religious questions with them quite independently of Rome; but this is not a matter in which the Italian Government can interfere."

THE *New York Times* publishes from a private letter a long and interesting account of the Emperor of China's last illness, written at a time when his recovery was looked upon as almost certain. The Emperor, it appears, was taken with the first symptoms of small-pox on the 9th of December, and by one of those curious coincidences which the Chinese are always looking for and to which they attach so much significance, the attack was thought to be connected with the transit of Venus on that day. "The Emperor being a descendant of the sun, nothing could occur to dim the purity of that orb which would not be portentous to its earthly representative." The planet, as it crossed the sun's disc, was thought to resemble a pea, called in Chinese "Fan." The pustules of small-pox are also called "Fan;" and thus to the Chinese mind a clear connection was established between the transit and the Imperial sickness. On the twelfth day of the attack, when, according to the Chinese, the critical point of the disease is reached a great religious ceremony was performed in honour of the goddess, who was held to have behaved rather favourably to the patient, but at the same time to be worth propitiating as well as thanking. At the principal service which is said to have been attended by from 40,000 to 50,000 persons including a large proportion of women, nine effigies of divinities representing the goddesses of small-pox, measles, sore eyes, &c., were burned. The effigies were made of sorghum stalks covered with silk and paper of various colours. Besides the goddesses and their attendants in chairs there were "the mounted attendants, a dozen pairs of banners and state parasols, thirteen pavilions with food and fruits, eighty-four tables bearing clothing, nine large boats (for ferriage over the Chinese Styx perhaps), and 300 trays of various articles useful to complete an outfit in the next world." All these were consigned to the flames, and, as it was thought at the time with good effect; "for" says the writer of the letter "the Emperor is thought to be convalescent."

IN his speech on the Peace Preservation (Ireland) Bill, Mr. Disraeli, in reply to the taunts of the Irish members, made the following reference to the apology he was said to have offered Prince Bismarck for some remarks made in a Mansion House speech last autumn. There was one point to which the hon. gentleman adverted with regard to myself, on which, with the permission of the House, I will say a few words. It is always disagreeable to enter into personal explanations, but I hope the House will not deny me the opportunity of making an explanation. The hon. gentleman quoted a passage from a speech which I made not in this House, but which at the time attracted some public notice. I said then as I say now that the working classes of England inherit popular and personal privileges which the nobility of other nations do not enjoy. (Hear.) That is my opinion. By that opinion I stand, and I shall always be prepared when an opportunity offers to prove it. Well, a most stupid, some think a malignant interpretation was made of those words, and a story went about that in consequence of using those words a representation was made to Her Majesty's Government, and that I made an apology to a Minister who believed that he was referred to. There is not the slightest truth of any kind in the statement that was made that any allusion or remonstrance direct or indirect, public or private, by male or female (laughter), was ever made to me or to any member of Her Majesty's Government upon that subject. (Great cheers.) When that erroneous charge was made that I had alluded to the conduct of Prince Bismarck of whom I was thinking then as little as I am now thinking of Rory O'More (laughter), I thought it idle to answer the remarks in the newspapers, for I never envy them their sport with public men; but when, after a few days had passed, I found that one or two journals were gravely announcing that the peace of Europe was endangered by such remarks, I thought the matter had become ridiculously grave, and I asked a friend of mine to put in a paragraph in the papers, for which I have never been even thanked either by Prince Bismarck or by anybody else. (Laughter.)

BY the death of Sir William Gomm two appointments, both much coveted, become vacant. One of these is the Colonelcy of the Coldstream Guards; the other the Constableship of the Tower. The former brings in the holder £2000 a year, the latter has no emoluments attached to it, the Constable not even being granted an official residence. The new Colonel of the Coldstream Guards will in all probability be Sir William Codrington, who formerly served in that regiment and commanded an army in the field. Lord Tweeddale has the best claims to the Constableship of the Tower. It is very probable that on the Queen's birthday several officers be promoted to the dignity of the Field-Marshal. On the Continent the baton is only given to Generals who have held very important commands in war. In France, for instance, an officer cannot be created a Marshal unless he has commanded in the field a Corps d'Armée, an army, or the cavalry, artillery, or engineers of the latter. We are more liberal, and often give the bâton as a reward for living to a great age, and are quite satisfied if the recipient has seen service in the subordinate ranks. The late Sir William Gomm never held a higher position on active service than that of Assistant-Quartermaster-General. None of our senior Generals have commanded armies in the field; so on the French, and we submit the correct, principle, they are not qualified for the baton. Lord Strathnairn and Sir William Codrington have, however, commanded armies in the field, and the former won under the most difficult circumstances a brilliant series of victories. Both therefore, and especially Lord Strathnairn, have strong claims to be made Field Marshals. On the other hand, should we act in accordance with precept, there are several gallant veterans at the head of the list of Generals, who in their youth say much service. For instance, taking them in order of seniority, there are Sir John Fitzgerald, the Marquis of Tweeddale, Sir John Bell, Sir John Aitchison, Sir William Inman, and Sir George Bowles. All of these are Peninsular officers, and the last two were also at Waterloo Sir J. Fitzgerald is an ensign of 1793, and the others entered the service respectively in 1804, 1805, 1803, and 1804, so that in all human probability the list of Field Marshals for a year or two would soon dwindle down to three or four. The advantage of promoting these five officers would be that the Prince of Wales comes next to the former, and might without impropriety be carried up with him.

IT is satisfactory to learn that the regiments which have tried the Martini-Henry rifle express unanimously a very high opinion indeed of the weapon, and that the various theoretical objections which were urged by amateur critics a few months ago have yielded to the solvent of practical trial. The only objection of any real importance was the objection on the score of excessive recoil, but even this, as was pointed out at the time, was a difficulty which could easily be got over by the simple expedient of reducing the weight of charge or bullet, or of both, without materially affecting the efficiency of the arm. The War Office authorities have within the past few weeks adopted this expedient, the bullet being now 410 grains instead of 480 grains, and the charge 80 grains instead of 85, the recoil being thus reduced, it is said, about 20 per cent. It is a question whether this change was not premature. If the trials of the arm which have been so favourably reported upon by the troops were mostly carried out with the heavy charge and bullet, there would seem to have been but little occasion for making this reduction; and it is perhaps doubtful whether if the alteration has been postponed for a few weeks it would have been carried out at all. At the same time, it is well to observe that, so far as the efficiency of the arm goes, this reduction makes scarcely any appreciable difference, while in some respects it is even advantageous. Thus a difficulty which had arisen in connection with the alleged "undersighting" of the rifle for the powder (R. F. G.) now in use (the arm having originally been sighted for 85 grains of Curtis and Harvey's "No. 6"), is set right by the use of a lighter bullet. The weight of each round is also reduced 75 grains, which makes a difference worth having on the large number of rounds which a regiment carries into the field, besides appreciably reducing the cost of manufacture. Up to 500 yards the actual trajectory of the light bullet is flatter than that of the 480 grain bullet, and not very much less flat at all the higher fighting ranges. The penetration at 500 yards is about 11 inches of elm against 13 inches with the heavy bullet; and in moderate weather the accuracy of shooting of both ammunitions is very nearly the same. It may also be broadly but confidently stated that the weapon, so far as shooting power goes, still stands ahead of every other breech-loader adopted by the European military Powers. So that if there is not very much to be said in favour of the reduction, there is not very much to be said against it; though, obviously, some sacrifice has been made, especially as regards the shooting qualities of the arm at long ranges in bad weather; and taken all round, the Martini-Henry firing 85 grains of powder and a 480-grain bullet, was of course a more powerful weapon than the same arm firing 80 grains of powder and a 410-grain bullet. Nor is it quite clear that whatever sacrifice is involved in this reduction was really needed though we may assume that it will hardly fail to be satisfactory to the critics of the arm.

BOMBAY.

DR. J. TEMPERLEY GRAY is appointed to act as Police Surgeon to the Coroner and Health Officer of the port during the absence of Dr. S. Smith, or until further orders.

A VAGRENT—William Beaver, described as a clerk at present unemployed, was yesterday committed to the Government workhouse as a vagrant by Mr. C. P. Cooper.

SUICIDE.—On Wednesday last an inquest was held on the body of a woman, at the Camateepoora morgue, when a verdict was returned of suicide by drowning herself in a well.

THE VEHAR LAKE.—The height of water in the Vehar Lake, for the week ending Saturday the 10th April was 50 feet 1 tenth. In the corresponding week last year it was 51 feet.

INQUEST.—A Portuguese named Salvadore, having died suddenly at his residence at Carel on Wednesday last, a coroner's inquest was held, when the jury returned a verdict of death from heart disease.

DRUNKENNESS.—An old offender a Sadee named Kamesa Salnim, was sentenced to seven days' rigorous imprisonment by Mr. C. P. Cooper yesterday, he having been charged with the above offence.

THEFT.—Poola Mahdoo pleaded guilty at the Girgaum Police Court yesterday to having stolen carpenters' tools valued at Rs. 4-12 from different persons, and was sentenced to two months' rigorous imprisonment.

THE grant of privilege leave for three months to the Honourable R. H. Pinhey, Judge of Her Majesty's High Court of Judicature, Bombay, published in Government Notification dated the 22nd February last, has been cancelled.

FALSE PRETENCES.—A Hindu named Dya Hurry was yesterday sentenced to six months' imprisonment by Mr. Dossabhoy Framjee for having obtained cash and ornaments, of the agregate value of Rs. 50, from one of his caste fellows under false pretences.

HIS Excellency the Governor in Council is pleased to appoint Mr. Govind Vithal Karkare, B.A., to act as professor (fourth grade) of history and political economy, Elphinstone College, during the absence of Mr. E. Giles, or until further orders.

MR. W. LEE-WARNER is appointed to act as Under-Secretary to Government in the Political, Judicial, and Educational Departments, and as Secretary to the Council of the Governor of Bombay for making laws and regulations during the absence of Mr. John Nugent, or until further orders.

THE Honourable the Governor in Council is pleased, under the provisions of Section 21 of Act XV. of 1865, to appoint Mr. Jamsetjee Ardeshar Dalal, M.A., LL.B., to be a delegate to aid in the adjudication of cases in the Parsee District Matrimonial Court of Surat vice Mr. Pestonjee Burjorjee Eatee, resigned.

ACCIDENT.—A man named Dewjee Keeray, who resides on the Obelisk Road, fell down the stairway in his house on Wednesday last and sustained a severe fracture of the skull. He was taken to the Jamsetjee Jejeebhoy Hospital. On the same day Narayen Bhicajee, an employée at MESSRS. Bapty's mill, while working at some machinery, had his right arm accidentally broken and was sent to the Jamsetjee Jejeebhoy Hospital.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 13th April, was 418, being 68 less than in the preceding week, 126 more than the total of the week ending 14th April 1874, and 74 more than the mean of the corresponding period in the preceding five years. During the week 239 births were reported in the different districts of the city.

STATEMENT OF SILVER BALANCE IN THE MINT.—Value of silver in the Mint on the morning of the 5th April 1875, Rs. 66,65,883; add silver received during the week Rs. 38,038; deduct new coin paid during the week Rs. 10,00,000; balance Rs. 57,03,921. There are in addition 3,38,972 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

THE theatrical entertainment given at the Grant Road Theatre on 18th February last in aid of the 'Coapatrick Fund," resulted in a clear profit of Rs. 1,195-6. £100 has been sent to the Lord Mayor, leaving a balance of Rs. 106 0-2, and which the committee of the theatricals think could not be better applied than by giving it to the "O'Brien Family Fund," and a cheque has accordingly been sent to the honorary Secretary.

THE appointments of Mr. A. L. Spens to be a first grade Judge, Mr. H. M. Birdwood to be a second grade Judge, Mr. W. Wedderburn to be joint Judge, and Mr. John Nugent to be Under-Secretary to Government in the Political, Judicial, and Educational Departments, are to have effect from 17th February 1875, the date of the appointment of the Honourable Robert Hill Pinhey to be a Judge of Her Majesty's High Court of Judicature at Bombay.

IN consequence of Mr. Maidment's appointment as as Assistant Secretary to Government in the Military, Marine, and Ecclesiastical Departments, His Excellency the Governor in Council is pleased to appoint Mr. T. M. Cotgrave to be acting second-class Assistant Collector in the Salt Department during the absence on furlough of Mr. A. G. Maury, or until further orders, and to appoint Mr. N. R. Oliver to be a third class Assistant Collector in the same department.

COLLISION IN THE HARBOUR.—A collision occurred in the harbour on Wednesday evening last, between the steamer Navarino and the ship Pearl of India. The former vessel was entering the harbour on her arrival from London, via Suez, and the pilot, Mr. Pyper, was in charge. Just as the Navarino was moving into her berth she struck the Pearl of India on her port bow, carrying away her cathead, fore royal mast, and slightly injuring her bows. The Navarino herself sustained but little damage. We are informed that an inquiry into the cause of the collision will be held shortly.

THE NATIVE DISPENSARY.—The total attendances of patients treated during the last month at the head branch of this institution at Dhobi Talao, was 3,525. Of these 1,180 were new admissions, consisting of 479 Hindus, 419 Parsees, 207 Mahomedans, 68 Christians and 7 of other castes, the daily average attendance being 130·55. The following prevailing diseases were registered, viz.—Intermittent and remittent fever 360, diseases of the stomach and bowels including disinrhœa and dysentery 241, diseases of the air passages 155, rheumatic pains 21, whooping cough 17, mumps 8, and typhoid fever 1.

ASSAULTING A NATIVE—Jacob Collins, described as a seaman, was yesterday charged before Mr. C. P. Cooper at the Fort Police Court, with having assaulted a Mussulman clothier named Ebrahim Allaruckia, who stated that he was sitting in his shop on the previous day when the defendant went up to him and asked him for a trowser and pair of boots which he had in pawn. The complainant took out the clothes, and the defendant seized them and ran away. The complainant at once followed him, whereupon the prisoner turned round and struck him. His worship found the prisoner guilty and sentenced him to pay a fine of Rs. 10 or to undergo seven days' imprisonment.

THE Agra Bank, Limited, has issued its report preparatory to the meeting of the shareholders. It states that the net profits for the year, including the sum brought forward, amounted to 71,582l., and announces a dividend for that period of 5 per cent., leaving, after the addition of 20,000l. to the reserve fund, 2,1842., to be carried forward. Consequent on the famine and the high value of money in India the first portion of the year was favourable to profitable working, but money was comparatively abundant in the latter half, and more difficulty was experienced in employing it to advantage. The following figures are from the balance sheet, viz:—Current accounts, 733,121l.; fixed deposits 1,664,844l.; exchange bills payable, including credits issued, 1,853,044l.; cash in hand, 228,384l.; government securities, 679,828l.; discounts, loans, credits, and other investments, 2,251,366l.; bills receivable, including security for credits issued, 1,914,069l.

MR. R. H. LIGHT, Revenue Survey (in charge of the Government Photo-Zincographic office) and family, leave Poona to-day (Wednesday) for Bombay en route to England. Mr. Light has been in failing health for a considerable time past and has been advised by his medical attendant to go home on a year's sick leave.—*Deccan Herald.*

THE weather has been excessively hot during the past two or three days. Even sea-breezy cool nights have failed us and Monday night was one of the closest we have ever experienced in Poona. The sky is again becoming overcast in the afternoons and are looking for rain to cool the air. There has been a long list of deg rees on the various hill stations during the week—every one who can get leave having availed himself of the opportunity of running off to the hills. The severe heat will soon be over and we may look for cool weather in the end of May after a little rain falls. April is our worst month in Poona. —*Id.*

FROM Mahableshwar we hear that there has been great influx of visitors during the past week. The weather is very delightful, but our correspondent complains that in some places near the bazar the smells are very bad. The great difficulty of hill stations in this country is that it is almost impossible to prevent the balalcores from depositing filth in the nearest hedge. Those who desire the purest air at the hills should occupy the houses most remote from the bazar, for they will only have their own compounds to look after and can insist on their own servants keeping them clean. It is much more difficult to look after their neighbours' servants.—*Id.*

THE TULSI WATER WORKS AGAIN.—MR. CRAWFORD ON MR. WALTON'S ESTIMATES.

THE following letter only reached us at 10 o'clock yesterday morning; and, as Mr. Crawford had sent it to us in order that it might be published before the discussion of the Tulsi scheme was over, we had it printed and circulated among the members of the Corporation present at yesterday's meeting:—

SIR,—A violent fit of indigestion was the immediate consequence to me of perusing my friend Mr. Walton's off-hand comparison of his rates with mine for my plan of a masonry conduit instead of an iron main.

The fact is I could not believe my eyes. How his estimate of Rs. 1,40,000 per mile (£14,000) or Rs. 26½ per running foot for a masonry conduit 4ft. by 5ft. with a segmental arch.

The Town Council appear to be blessed with more powerful organizations than mine; but I am still sanguine that some one in the Corporation will have the leisure and curiosity to test this most astounding estimates before Tulsi is disposed of.

It must have been so delicious to Mr. Walton to play nine-pins, unchecked, with my figures that I cannot help thinking he has run riot, and been led into some of the errors Mr. Currey kindly accuses me of!

First of all let me say once more that I maintain the accuracy of Colonel Tulloch's estimates, because rates have not increased, but the reverse since those estimates were made, because those rates were furnished to Colonel Tulloch by the principal and most experienced contractors in India, and because, as I shall presently show, Mr. Walton's Tulsi rates were before Colonel Tulloch, and Mr. Walton himself appears to have had tenders at about Rs. 60,000 per mile for the larger section of conduit (6 feet by 6 feet), vide plate 30.

Then, let us now consider what Mr. Walton's rates are. Colonel Tulloch's rate of Rs. 15 per running foot was high enough, but what are we to say to Mr. Walton's rate of Rs. 26½ per running foot—to which he threatens, if he finds the argument necessary, to add a further sum for masonry lining equal to Rs. 98,140 (£9,814) per mile, or about Rs. 18½ per foot,—making the total up to Rs. 45-12 per foot run?

I cannot for the life of me make out, however, how Mr. Walton comes at his Rs. 1,40,000 per mile even by applying the Tulsi maximum rates of Rs. 80 per 100 cubic feet for tunnelling in rock throughout.

The area of a conduit 5ft. by 4ft. with a segmental arch is 27 square feet; therefore 27ft. by 5,280ft. gives the cubic capacity of one mile of such a conduit which is 1,425 6/10th brac of 100 cube feet each at Rs. 80 per brass equal Rs. 1,14,048.

This is a maximum estimate of course, because it assumes the whole length of the conduit to be tunnelling

promised, and not by the vaccination measures, as had been given out. Similar instances are numerous. When the papers showing the guilt of one employé were presented to the Governor-General, he tore them up without reading them. "I know this person so well, and believe him to be such an honest man, that I cannot think such things to be possible." In some cases, acts not only wrong in themselves, but bringing with them very important consequences, have been committed, not from a desire for personal gain, but from a wish to appear zealous in the performance of duties, or from motives of intrigue. A case which happened last year is especially noticeable. An officer named Emmons, in possession of a considerable amount of Government funds, gave information that he had been robbed by the Kirghiz. The chief Kirghiz living in the neighbourhood of the alleged occurrence were arrested, and after a long examination several of them confessed their guilt, though the money could not be found. While their trial was going on Emmons committed suicide, leaving a letter, in which he stated that he was not the honest man that had been supposed, as he had himself spent the money, and made that excuse to clear himself. The Kirghiz were then, of course, released, but the question arose. Why had they confessed? and on a investigation it was found that the judicial officer, Baron Jeneritz, of Vierny, had extorted confession from them by means of torture, a practice wholly at variance with Russian law, and certainly most disastrous for Russian influence among the Kirghiz. There was another case in the same neighbourhood, at Kopal, where a district prefect had been robbed, beaten, and severely wounded. As he was most deservedly unpopular for the extortions he practised on the natives this is not to be wondered at. Over sixty Kirghiz were accused of participating in this act, the chief of them being the Sultan Tezak, holding the rank of a major in the Russian service, the most aristocratic and respected of all the Kirghiz chiefs, and a well-known and life-long friend to Russia. The chief evidence against him was that some of the property stolen from the prefect was found in his tent. One investigation succeeded another until a Cossack finally confessed that he had placed these articles in the tent of Tezak at the instigation of the judge himself. It is said that this was done because the judge wished to please one high official by convicting of robbery and sedition a man very much favoured by another, of whom he was jealous. Among the papers of the investigating commission is a letter from the prefect to the judge with regard to the means of obtaining this evidence. For various reasons it has never been possible completely to finish the investigation, but it was thought necessary to remove the judge, and to bestow upon him a similar post in the city of Khodjent, where is now the chief administration of justice. The effect of such a proceeding is, of course, to make the natives thoroughly displeased with the workings of the Russian courts. Another case of the ill-advised action of the authorities, regardless of the effect produced upon the natives occurred this last summer. When the Khivan Expedition began it was necessary to obtain 14,000 camels—exactly 14 per cent. of the whole number of camels in the province—and it was agreed that in case these camels died a sum of 20 roubles would be paid for each. They had to be furnished in proper proportions by the different districts. In consequence of the hardships of the expedition nearly all the camels perished, and it became, therefore, necessary to pay a sum of 700,000 roubles. Then it was found that the prefect, who had found a good opportunity show his zeal for the Administration and the good feeling of his district told the population over whom he ruled that the Government would never pay for these camels and that it would be much better for them to make them a present to the Administration and by the use of proper persuasion he succeeded in accomplishing this. The example was followed in most of the other districts and the result is that most of the inhabitants feel that they have been shamefully robbed of these camels by the Government; and to speak of nothing else if it were necessary again to furnish camels for some new expedition the discontent would be very great. It would however be unfair to charge all the bad administration upon the governor-general. The officials who flock to Tashkent are, in general, a very bad material of which to make good instruments. In some cases men come to Tashkent on account of the increased pay, and the shorter time which it is necessary to serve before arriving at a pension; others come hoping to find an opportunity of speedily enriching themselves. In most cases they come, or are sent there, because they are overburdened with debts, or because, from various scandals, they find it impossible to live in other parts of the empire. There are very few who come to Central Asia because they think it is the place to make a brilliant career. Army men, finding themselves there by accident, have made such a career, but no civilians have yet done so. So long as Tashkent is looked on in the nature of a penal colony, or a house of correction, it will be impossible to induce the best men to come there, or to persuade the men who are there to put themselves to the best use. It is, however, to be noticed that the administration of the circle of the Zaraphan, and that of the province of Semevitch, are infinitely better than that of the Syr Darya, which is under the immediate eye of the governor-general. General Abramoff, the commander of Zaraphan, and General Kolpakofsky the governor of Semevitch, thoroughly know the country, the latter having lived there and in Siberia nearly the whole of his life, and being well acquainted with the Kirghiz language. They seem to have a better judgment in selecting their men; there is much less corruption, and faults are more quickly ascertained and punished. General Abramoff has selected about him what are called the "Tchernaieff men"—men who have been in the province since its first capture, and who share the spirit of the general who conquered it. In spite of the bad administration the people are, on the whole, well contented with the Russian rule, finding it so much better than anything which has gone before, and their discontent is chiefly against individuals, officials, and others, who harass and injure them; but it is evident that a continued series of such occurrences cannot but awaken general distrust toward the Administration.

THE UNIVERSITY BOAT RACE.

(Fall Mall Gazette.)

Now that the University Boat race is over, we shall be told that the Universities have "changed styles," that Cambridge have abandoned their long stroke, &c. There is a notion that one style only can win, though what it is there is much difficulty in defining. There is but one perfect style of rowing; all variations are tainted with sins of omission or commission. The style of work which may characterize a crew is a separate matter from the other requisite to success—namely, condition, strength, uniformity. Last year we maintained that Way, rowing a losing race, led his crew in a better style than that in which Cambridge rowed; at the same time we anticipated his defeat if the water were smooth, because his antagonists, though rowing in a worse style, had counter advantages. The match then was between length on the side of Oxford against strength, condition, and uniformity on the part of Cambridge. The last three items overbalanced the first. This year the styles of the crews remain much the same as last year, but Oxford had strength, uniformity, and condition, all of which they lacked last year. Cambridge, on the other hand, worked in just the same style as a year ago, but had lost in strength and also in uniformity. They had deteriorated rather in one point since last year—namely, in elasticity of recovery, but in other points there was the strongest resemblance. It is possible for a crew to row all together in a bad style, and to be "scratch," all sixes and sevens, for want of practice, in a good style. And training, again, is a separate condition from mere strength. This year we promise, to contest the idea that good and bad style are convertible terms with victory and defeat. Again, the style of Cambridge in 1874 was utterly different from their style in 1873. Yet the stroke was the same in each, and the same as on Saturday. In 1873 their style had length, but a rather too deferred slide. This was the main characteristic of the crew. Uniformity they lacked, and rowed out of time. In 1874 they were well together, but the length had vanished; it disappeared in the last month; till then, on their own river, they promised to be one of the finest crews for style and material combined that had ever rowed. They lost their length then partly from being too near their work, partly because some of the men began to "tail in" the day, and they were asked to gallop before they were fit to walk; hence they fell short for want of wind, and the shortness thus engendered in practice reproduced itself mechanically in subsequent rowing. This year they began by rowing fairly long on their own river. The old error of being too near their work tended to shorten them when they came to racing, and they made matters worse by putting the most unfit men at 7 in the early term practice. A raw oar should be put well up in the bows in early practice. Benson was the saving clause in the Cambridge boat in the last month; till then they had no No. 7. The mistake was to put their final No. 3 at 7 early in term; had 4 or 5 been in that place at first all behind would have been 50 per cent. better. Also Nos. 2, 5, and 6 did not row—either of them—so well as they have on former occasions. A recent glance at their boat throws much light upo this deterioration. Not only were their rowlocks fanstically low but they did not sit opposite their feet. In each case the feet were outside the line of the seat. The best oar in the world could not have rowed straight under such circumstances. The position threw more work on one leg than the other. As to the distance from the work, we last year maintained that Cambridge, though they won were too near their work. The rowing world except the best coach of the day—of Eton College—were at issue with us upon this point; but we still hold to it. Oxford were seven inches from their work; Cambridge little more than five. In practice Oxford practised at nine inches; but their new boat was by error laid out at seven and with that they had to be content. On these seats 13 inches was after many experiments of leverage, acknowledged to be the best compromise between bodily and mechanical power. If so a sliding seat should split the difference—i.e. the front of a sixth half-way between its ranges should be 13 inches from the plane of the thole. This on an 8 inch slide would make 9 inches the nearest approach to the work. No crack crew has ever rowed at this distance, because builders without having made any practical essay fell at hazard upon 6 or 7 inches distance when they first built for sliding seats. The rowing of Oxford this year was the best specimen of sliding-seat rowing that has yet appeared, and apart from this, on general principles they were the best crew on any seats that had rowed for nine years. The best style in outriggers that ever rowed was Pocklington's 1864 crew. The strongest was Browns's in 1863. Hoare's crew in 1863 was between the two for strength and style, and perhaps the fastest of all. Each of the two former crews won by distances never reapproached till this year. The 1866 Oxford crew beat a Cambridge crew which most other years would have scored a win but their lot fell in an evil time. We shall perhaps be told that Cambridge "started too fast" because they led at first. As a matter of stamina, they started none too fast. Oxford started unusually slow, and for this reason: there is always a risk, however small, that something may give at a start, especially with the extra power given on sliding seats. On a Henley course there is no time to lose, and this risk must be run; on the long course, with a ton in hand, as Oxford were conscious that they had, if was safe to paddle off, and not row hard till the dead pull was over. Oxford, to save the risk of a smash, thus gave up a length in the first six strokes, after which the pace in the two boats was even, Oxford rowing two strokes a minute the slower, till Craven Point was cleared and the shelter from wind and inside turns were no longer in favour of Cambridge. From that point the race was over.

It is too much the fashion among spectators who criticise from the latter end of the course to judge the merits of the losing crew from the form they show when passing them. Any crew when outmatched must, more or less, "go to pieces" from the attempt to do more than they are capable of. A crew well together will stand high pressure longer than a scratch crew; but the break up must come in time. Those who deride a losing crew for passing the winning post like a peal of bells, which crew rowed in time when they began to race, pay it a high compliment indirectly for it is plain that the losers rowed to their last breath in order to avoid disgrace when defeat was inevitable. Of the oarsmen Way's style made the Oxford boat this year, as it did last year. Moss, who was the pick of the two boats, enabled that style to do itself justice by properly backing it. Stayner and Marriott combined form and work much above the average, and Bousted was equally above the average for good work. There was not a bad man in the boat. In Cambridge Rhodes showed that he could do what only a good oar can do—row a losing race as well as a winning one. His finish at the Brewery was worth seeing. The four men next to him all rowed right well under difficulties; the other three, though of a different calibre, would have done themselves far better justice had a foot-rule, spanner, and screw-driver been judiciously applied to their seats and rowlocks; five minutes' carpentering would have made each 50 per cent better. A man can neither run nor row his best on one leg. The steering was fair in each boat. Each coxswain bored the other at Craven, but the starting posts were too close. Each gave way chivalrously when danger was imminent. Davis made a sheer to the right at Chiswick, which those who do not know the difficulty and responsibility of keeping a stern-chasing crew out of the wash might judge harshly; a losing coxswain has a doubly hard task; in other points his steering was good, and so was Hopwood's. The details of style of each boat we criticised on Friday, and the race has not given us occasion to change our minds. It is a mistake to imagine that Oxford "let their oars drop into the water," and only put out their strength after touching it. They had quite the average of catch, and what catch they had they kept. With Cambridge it was different: and we trace it to their nearness to their work and tendency to separate slide from swing instead of combining them. If they will abandon their taste for too low rowlocks, and place themselves farther from their work, and pick their best instead of their worst man to row 7 in practice another year, no matter whom they may have in reserve when training commences, they will turn out a better crew, always provided that they have physique to select from. No coaching would have made Cambridge absolutely win with this year's crew, for, though almost equal in weight, they were much inferior to Oxford in strength, and when strength comes to be added to length, good time, swing, catch good recovery, and clean feather, they produce, as in this instance, a crew far above the average.

(The Times.)

The eight-oared match between the Universities of Oxford and Cambridge was rowed on Saturday afternoon upon the customary Thames course between Putney and Mortlake, with a result which was foreseen almost to the minutest detail, by men who make boating their pastime, and who of late years have reduced the surveillance of the crews to a science.

From the table appended to this narrative it will be seen that previously to the present year 31 races had been rowed between the Universities, of which number Oxford had won 16 and Cambrige 15, speaking strictly so that a sixth consecutive victory on the part of the latter would have put the two Boat Clubs on an equal footing; but this was not to be. The first race properly so called came off in June, 1829, at Henley-on-Thames, in Oxfordshire, upon the lovely reach of water between Hembledon Lock and Henley Bridge, in consequence of a challenge issued by Cambridge in February of that year to row a match at or near London in the ensuing Easter Vacation. This arrangement being found impracticable, the Henley match was agreed upon, and rowed on the 10th of March. It was not, however, until 1836 that the race was renewed, and for the first time decided in the neighbourhood of London, the long course between Westminster and Putney being the arena selected. But even in that year it was not rowed until Midsummer. This, then, was the first contest between Oxford and Cambridge on the Metropolitan water, so that it becomes a question whether the match of 1829 should be counted in the tale, especially as the Universities met in the same heats for the Grand Challenge Cup at Henley Regatta in 1845, 1847, 1851, 1853, and 1855—the first and the last years being signalized by the success of Cambridge, and the remaining three by that of Oxford—who also defeated Cambridge at the Thames National Regatta in 1844: at the same time the Henley match in 1829 was confined to the two Universities, and was not an open race, like all the other events alluded to. Subsequent to 1836 there was an interval of two years, representative crews not meeting again until 1839, when Cambridge for the second time defeated Oxford, the struggle being repeated in 1840, 1841, and 1842. From this time forth the race assumed a more or less international character, and it was not till 1856—twenty years after its first establishment as a London engagement—that it became an annual event rowed at Easter. During this period the course had been changed, the Putney to Mortlake course being finally selected and adopted in 1845 in lieu of that between Westminster and Putney. From 1859 success alternated with either University until 1861, when Oxford brought up to London one of the most magnificent crews ever seen in an eight-oared boat; and from that year commenced their unparalleled series of successes, which met with no interruption until 1870, when Cambridge, who had not tasted the sweets of victory for ten years, though they had been very near winning in 1867, won. Curiously enough their good fortune in 1870 threatened to follow the precedent of Oxford, and to develope into an equally long list of consecutive triumphs, but it has been stopped by abrupt check, and instead of an equal division of the inter University matches, Oxford has still two in hand.

The weather for the whole fortnight of practice, with the exception of a few days, was of the most severe wind, south-west and the temperature mild, has been most inclement, a biting wind blowing from N. E. and E., with more or less force, accompanied on one or two occasions by a drizzling rain and sleet, equally miserable for performers and spectators. On Friday there was a decisive shifting of wind to the south-west, but it only lasted for an hour or two, and then flew round again to the north-east. By Saturday, however, it had backed a trifle, and came out from due north—a cold, piercing, polar wind—fortunately unaccompanied by snow or rain, as on the miserable morning when the boat race was rowed in 1872. Despite the dullness of the day, thousands of sightseers made their way to the scene of the contest, and stationed themselves at the most favourable spots for commanding a view of the passing boats; but the attendance, taken as a whole, was a comparatively limited one, and that this would be the case was at once apparent to the occupants of the Warrior on arriving at Putney at half-past 11 o'clock. Last year *The Times* pointed out the falling off in the number of spectators, after the enormous assemblage of 1873, but we doubt if those present on Saturday counted one-half of those who were there the year before last. No doubt the keenness of the temperature was mainly accountable for the alteration, but the hour at which the race was rowed may have had something to do with it. In 1873 a foggy morning was succeeded by one of the most brilliant Midsummer days possible, and, as the start was not made until past 2 o'clock, there was ample time for the half-holyday folks to reach the scene of action. The crowd then almost equalled the multitudes present on the occasion of the Oxford and Harvard boat race in 1869. In 1874 the hour fixed for the start was 11 o'clock in the forenoon, and although there was a considerable assembly at that hour, the cold or cheerless a day as Saturday last. Still, one would have thought the lateness of the hour named for the race—1 o'clock—would have attracted more than were visible; but it is more than likely that the current impression that the race was a foregone conclusion for Oxford, helped to keep away many people who would otherwise have defied the elements in the hope of seeing an exciting contest. Be this as it may, it is a fact that the attendance was, for late years, a meagre one. Putney Church had struck the hour of noon before the towing-path was tenanted by more than a few groups of spectators, while the Fulham meadows were occupied by a dozen boys. Paddle-steamers, tugs, screw-launches, and coal-barges filled with motley crews, seated school-boy like on forms and rows of chairs placed on the floor, had passed through Putney old bridge before the Thames Conservancy officials posted the centre span of that ricketty structure by dropping across it a tier of empty lighters, which the flowing tide held in their places until the ebb released them just in time for the Umpire's boat to pass down the river after the race was over. A whole fleet of rowing boats momentarily continued to emerge from the smaller arches of the bridge up to the very moment when the crews were awaiting the signal of the starter. Nearly all these craft made their way to the upper reaches of the river at the end of the course for it has become a very general custom to select the neighbourhood of Hammersmith, Chiswick, Barnes, and Mortlake as the best places for observation, though considering the fact that in nine cases out of ten all real racing is practically over by the time Hammersmith is reached, it is a wonder that the first mile and a half of the course is not more patronized than it is. Under the orders of the Thames Conservancy officers, the passenger steamers took up their positions outside Chiswick Eyot and thence to the bathing-place in the Chiswick meadows, while steam-tugs and other vessels of a similar character were moored in the bight on the Surrey side of the river between the corner opposite Chiswick Church and the Bull's Head at Barnes. Barges and small craft were confined, as far as possible, within the undermentioned limits—viz., on the Middlesex side of the river, at intervals between the Crab Tree and Chiswick Eyot, along the southern side of the island, and from Corney-lane to the winning post; and on the Surrey side of the course, from a point 200 yards below Hammersmith bridge to a point 200 yards above it, and again from Chiswick Point to the Bull's Head, as already mentioned. In fact, for the last mile and a half of the course there was a narrow lane of water in mid-stream left open for the competing eights, all the rest being covered by tier upon tier of steam-vessels, barges, and rowboats. Up to Chiswick Church there was plenty of room for four steamers to pass abreast, but above that landmark there was only room for two. On shore a considerable crowd had assembled at the boatyards where the crews housed their eights, and the London Rowing Clubhouse was tenanted by a goodly company, including a large number of ladies. Hammersmith bridge and the houses there and along the Mall were crowded, and a dense mass of people occupied the mound opposite Chiswick—a favourite stand-point; but the spectators had congregated like bees at Barnes and Mortlake on both sides of the river, the Railway-bridge and the private houses between it and the winning-post having a large and select company. Still, the attendance was by no means an average one.

About ten minutes to 1 o'clock the Oxford eight was launched from the London Boathouse, and the crew embarked and paddled down towards the Aqueduct, wearing their blue caps and thick over jerseys. Leisurely turning, they made their way to the outer or Surrey station, having, it was at once apparent lost the choice of position. Nearly ten minutes later they were followed by the Cambridge crew, clad in their light blue jackets and straw hats, a ringing cheer from the crowds on the towing-path greeting the departure of each boat. The arrangements for the start were as follows:—Two lighters were moored on the Middlesex side of midstream, nearly abreast of the first house on Putney-terrace, a hundred yards above the Aqueduct, more or less. To these lighters two skiffs were made fast, and in each skiff sat a waterman prepared to hold the stern of one of the racing boats. A third lighter had been moored nearer the Fulham shore, and to this were made fast the Umpire's boat, Citizen F, and the Press boat, Warrior—the former next to the crews, and the latter on the starboard hand, nearest the shore. Two other paddle steamers, conveying a limited number of members of either University, were made fast to the Aqueduct, away on the port quarter of the Umpire's steamer, only one bank of mid-stream, with a clear view of the crews, and a long open piece of water before them. On board the Umpire's boat the Prince of Wales, attended by his suite, occupied a prominent position, Mr. J. W. Chitty, Master of Exeter College, Oxford, officiating as arbiter from the bows; while Mr. Edward Searle was seated in a third waterman's skiff in readiness to start the crews. Having taken up their position at the Middlesex station, which was the better one, and rather more sheltered from the wind, which blew diagonally off the Fulham shore, than the outer station the Cambridge men took off superfluous raiment, and made ready for the business of the day. The crews, as they lay at the post prepared to start, were composed of the following oarsmen:—

Oxford.	st.	lb.
1—J. M. D. Courtney, Pembroke	10	13
2—H. M. Marriott, Brasenose	11	13
3—J. E. Bankes, University	11	11
4—A. M. Mitchison, Pembroke	12	10
5—H. J. Stayner, St. John's... ...	12	2
6—J. M. Bousted, University	12	3
7—T. C. Edwards-Moss, Brasenose...	12	5
J. P. Way, Brasenose (stroke) ...	10	12
E. C. Hopwood, Ch. Ch. (coxswain) ...	8	3
Cambridge.	st.	lb.
1—P. J. Hibbert, St. John's...	11	2
2—W. B. Close, First Trinity	11	10
3—G. C. Dicker, First Trinity	11	7½
4—W. G. Mitchell, First Trinity	11	12
5—F. A. Phillips, Jesus	12	5
6—J. A. Aylmer, First Trinity	12	10
7—C. W. Benson, Third Trinity	11	6
H. E. Rhodes, Jesus (stroke)	11	8
G. L. Davis, Clare (coxswain)	6	10

At 1-13 p.m. the signal was given by Mr. Searle, and the race commenced, but the bows of the Umpire's steamer prevented us from seeing which crew took hold of the water first, though really it is a matter of no moment whatever. The Cambridge crew, who commenced with a sharp stroke of 38 to the minute against 36 on the part of Oxford, quickly led out, and, rowing nicely together without any scrambling, left their opponents fast, being, as well as could be judged from astern, a quarter of a length in front off the Dukes-head, a third of a length at Simmon's yard, half a length at the London Boathouse, and two-thirds of a length at the Bishop's Creek. Along under the Willows, below Craven Cottage, the Oxford crew, apparently chopped by the speed of their opponents or surprised at the rapidity with which they drew themselves ahead, were all abroad, and, although their stroke was quickened, the crew were momentarily out of gear, their time wretched, and their pace slow. This state of affairs was not improved when, off the site of the old half-mile post below Craven Cottage, the Cambridge boat, now nearly, if not quite, clear, was gradually fetched out towards mid-stream, as if to give the Oxford crew its backwash. In rounding the bend off the Cottage grounds it was straightened again as the Oxford crew were seen to be holding their own, if not overlapping. Opening out Crab Tree Reach, the crews entered upon a waste of rough water, the full north wind blowing straight down the river, and, as it met the flowing tide, raising a nasty surf, though not by any means as formidable a one as was encountered during the fortnight's practice on the Thames. Directly they met the wind and entered the rough water off the Grass-wharf, the Cambridge crew grew slightly irregular, their boat being then about three-quarters of a length ahead, but things were precisely the same with the Oxford crew who had not yet settled down to good rowing, and were out of time and short in addition. The retarding influence of the opposing wind and rough water caused the rate of stroke to fall in the Cambridge boat to 36 and in the Oxford boat to 34 a minute off Rose-bank, where Cambridge still held an advantage of half a length—one mile having been rowed. Between Rose-bank and the Crab Tree the Oxford crew went up to their opponents fast, both being nearly in mid-stream, the Oxford coxswain steering a remarkably straight course, while the Cambridge boat fetched in, a trifle out of the proper course, towards the Middlesex shore. This, it is probable, was owing to the stroke-side oars rowing the bow-side oars round, and not to any default of the coxswain, who had been using his lee rudder-line for some time previously. Consequently, Oxford drew up alongside Cambridge off the Crab Tree, and at once commenced to lead at the Crab Tree Villas, while they were leaving Cambridge foot by foot, and at the Grass-wharf they were three-quarters of a length in front, despite a spurt from Mr. Rhodes. So fast did they quit their opponents that they were clear of them half-a-length at the Suspension-bridge, and they passed under the Suspension-bridge with a good lead of one length and a half, a gap of half a length intervening between the rudder of one boat and the bows of the other—Time, 23min. 58sec. Up to this point the Cambridge boat had been kept wide of Oxford, so as to escape the wash from their bow-side oars, but it now followed on in the wake of the leading eight. From this point of the course to the Ship Inn, close to the Station and on a bend, Oxford increased their lead all the way to the finish, being two lengths ahead off the Doves, and three and a half at the Oil Mills. Here the Cambridge boat again went wide, apparently from the same cause as before, and this was once more the case above Chiswick Church, which Oxford passed four lengths in front, pulling nicely together, long and light, at 36 strokes to the minute, in marked contrast with their exhibition over the first mile of the course—such is the difference between rowing a winning race with an opponent in full view astern, and a losing one with an adversary out of sight in front. Barnes-bridge was passed by the Oxford crew, five or six lengths ahead, in 18min. 13sec., and they breasted the tow-path soon after, little distance above the ship, so as to maintain the 4¼ miles of the course, which was foreshortened at the starting-place—easy winners by six lengths according to John Phelps, the judge, but by something like ten lengths according to competent authorities on board the steamers, which, though some distance astern of the hindmost crew, had an uninterrupted view of the race throughout.

The time occupied by the winning crew in covering the whole distance was 22min. 2sec., as taken by a chronograph by Dent, of Cockspur-street. This was by no means fast, but the foul wind and the comparative sluggishness of the tide, which was not a very fast though a high one, are responsible for the slowness of the match. An interval of 26 seconds was found to have elapsed between the winning and losing crews passing the post, the latter resting on their oars themselves, the crews paddled on up stream towards Strand on the Green to avoid the fleet of small vessels and other craft which completely covered the course as soon as the boats had passed, and disembarking, returned by steamer to Putney. Both crews had been built by J. H. Clasper, of Oxford. The betting or what little there was of it, may be quoted as 3 to 1 on Oxford (offered) indeed, we saw 4 to 1 laid just before the start, and we heard 2 to 1 offered on them during the race when a length astern, such was the confidence felt in the result.

There is really very little to be said concerning the swing of the two crews which has not been mentioned during their practice. That the Oxford crew rowed faster than their opponents was abundantly manifest from their respective timings over various portions of the course, and that there were weak places in the Cambridge crew was equally patent. The winners had gone through a long and uninterrupted preparation, whereas the losers had been subjected to innumerable chops and changes almost up to the day of the race at Putney. The former were a fairly good crew, made up of average oarsmen all round; they had been well trained; they had no palpable blots in their boat; and as all contributed their due share of work they won easily. Cambridge, on the other hand, contained and became over irdifferent oarsmen, and as they were not a fair average crew, and besides were deficient in speed, even if not short of training, they were defeated, as was to be foreseen. It may, however, be reported that one of their number, rowing on the bow side, broke his slide early in the race, which placed him more or less *hors de combat*, but although this fact may to some extent have contributed to the distance by which they were beaten, and is quite sufficient to account for the stroke side pulling the bow side round nothing could have altered the result in the least degree. Considering the fact that from Hammersmith upwards they were only rowing a long race in the wake of their opponents, at a quicker stroke of 38, and were under other disadvantages, they pulled far better together and with more uniformity than was expected, and did not split up and tumble to pieces in the palpable manner of losing crews in general.

The following table of winners of the University Boat Race, from its commencement, is extracted from the "Rowing Almanack:"—

Year.	date.	winner.	course.	time.	won by.
1829 ..	June 10 ..	Oxford ..	..	14m 30s ..	easily
1836 ..	June 17 ..	Cambridge ..	W to P ..	36m 0s ..	1 min
1839 ..	April 3 ..	Cambridge ..	W to P ..	31m 0s ..	1m 45s
1840 ..	April 5 ..	Cambridge ..	W to P ..	29m 30s ..	2 length
1841 ..	April 14 ..	Cambridge ..	W to P ..	32m 30s ..	1m 4s
1842 ..	June 11 ..	Oxford ..	W to P ..	32m 45s ..	2 sec
1845 ..	Mar 15 ..	Cambridge ..	P to M ..	22m 30s ..	33sec
1846 ..	April 3 ..	Cambridge ..	M to P ..	21m 5s ..	2 lengths
1849 ..	Mar 23 ..	Cambridge ..	P to M ..	22m 0s ..	easily
1849 ..	Dec 15 ..	Oxford ..	P to M ..	— ..	foul
1852 ..	April 3 ..	Oxford ..	P to M ..	21m 26s ..	27sec
1854 ..	April 8 ..	Oxford ..	P to M ..	25m 25s ..	11 strokes
1856 ..	ar 15 ..	Cambridge ..	M t P ..	25m 30s ..	1 length
1857 ..	April 4 ..	Oxford ..	M to P ..	22m 30s ..	35sec
1858 ..	Mar 27 ..	Cambridge ..	P to M ..	21m 23s ..	23sec
1859 ..	April 15 ..	Oxford ..	P to M ..	21m 49s ..	Canv sank
1860 ..	Mar 31 ..	Cambr dge ..	P to M ..	20m 5s ..	1 length
1861 ..	Mar 23 ..	Oxford ..	P to M ..	23m 39s ..	48sec
1862 ..	April 12 ..	Oxford ..	P to M ..	24m 41s ..	20sec
1863 ..	Mar 28 ..	Oxford ..	M to P ..	23m 0s ..	43sec
1864 ..	Mar 19 ..	Oxford ..	P to M ..	21m 40s ..	22sec
1865 ..	April 8 ..	Oxford ..	P to M ..	21m 28s ..	4 lengths
1866 ..	Mar 24 ..	Oxford ..	P to M ..	21m 35s ..	15sec
1867 ..	April 13 ..	Oxford ..	P to M ..	22m 4½ ..	1 length
1868 ..	April 4 ..	Oxford ..	P to M ..	20m 56s ..	6 lengths
1869 ..	Mar 17 ..	Oxford ..	P to M ..	22m 5s ..	3 lengths
1870 ..	April 2 ..	Cambridge ..	P to M ..	21m 30s ..	4 length
1871 ..	April 1 ..	Cambridge ..	P to M ..	23m 5s ..	1 length
1872 ..	April 6 ..	Cambridge ..	P to M ..	21m 15s ..	2 lengths
1873 ..	Mar 29 ..	Cambridge ..	P to M ..	19m 35s ..	3½ lengths
1874 ..	Mar 28 ..	Cambridge ..	P to M ..	22m 38s ..	3 lengths
1875 ..	Mar 20 ..	Oxford ..	P to M ..	22m 2s ..	3 lengths

In the evening the two crews dined together at the Criterion Restaurant, in Piccadilly, Mr. H. J. Stayner, President of the Oxford University Boat Club, occupying the chair. The entertainment was confined to members of the crew, old University oarsmen, and a few immediate friends of the competitors in Saturday's race, including Mr. J. H. D. Goldie, Cambridge University Boat Club; Mr. J. G. Chambers, Cambridge University Boat Club; Mr. S. D. Darbishire, Oxford University Boat Club; and Mr. F. S. Gulston, London Rowing Club, &c. The band of the Coldstream Guards played during the dinner.

BANKS.

ORIENTAL BANK CORPORATION.

INCORPORATED BY ROYAL CHARTER.

Capital Paid up £1,500,000.
Reserved Funds £500,000.

BOMBAY AGENCY.

DEPOSITS of not less than Rs. 500 are received for fixed periods bearing interest at rates which may be ascertained on application.

No interest is allowed on Current Deposit Accounts.

BILLS are bought and sold on England, Scotland, Ireland, Paris, and on the Branches and Agencies of the Corporation at Calcutta, Madras, Ceylon, Singapore, Hongkong, Shanghai, Yokohama, Mauritius, Port Elizabeth, Melbourne, Sydney and New Zealand.

Circular notes are also issued for the use of Travellers, negotiable in all towns of importance throughout the world.

The Corporation effect the purchase and sale of Government Paper, Stocks, Shares, &c., on account of constituents, and undertake the safe custody of the same, drawing the interest and dividends as they fall due.

Office Hours from 10 a.m. to 3 p.m. Saturdays from 10 to 1.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.

BRANCHES AND AGENCIES.

BOMBAY.	PENANG.	MANILLA.
CALCUTTA.	SINGAPORE.	SHANGHAI.
AKYAB.	BATAVIA.	MAHKOW.
RANGOON.	HONGKONG.	

THE BANK'S AGENCY IN BOMBAY GRANTS DRAFTS ON ITS HEAD OFFICE AND LONDON BANKERS, AS WELL AS ON THE OTHER AGENCIES AND BRANCHES;

NEGOTIATES, AND RECEIVES FOR COLLECTION, BILLS OF EXCHANGE; EFFECTS REMITTANCES IN THE BANK'S OWN DRAFTS, WITHOUT CHARGE FOR COMMISSION; AND CONDUCTS ALL KINDS OF GENERAL BANKING BUSINESS.

DEPOSITS OF MONEY

ARE RECEIVED AT CALL ON TERMS WHICH MAY BE LEARNED ON APPLICATION, AND FOR FIXED PERIODS AS FOLLOWS:—

6 months' notice	.....	4 per cent. per annum.
12 Do.	.....	5 " "

All Letters should be addressed, and Remittances made payable, to THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

C. J. SHARP, Acting Agent.

NATIONAL BANK OF INDIA (Limited)

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

FIXED DEPOSITS.

The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

On Deposits, subject to 6 months' notice of withdrawal,	4	per cent.	
Do do 12 do	5	"	
Do do do	6	"	

EXCHANGE.

The Bank negotiates and collects Bills payable in London Calcutta, Madras, and Hongkong. It also grants drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By order of th Directors,
WM. A. BAKER, Manager.

Bombay, 17th October 1873.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

BOMBAY BRANCH.
LONDON BANKERS.

BANK OF ENGLAND. | LONDON JOINT STOCK BANK.

MONEY REMITTED

At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and

On LONDON, SCOTLAND, | On IRELAND, PARIS,

And also on the principal Towns in the AUSTRALIAN COLONIES.

If desired, the Bank will send the Draft direct to the party whose address is given.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. 100,000, but no interest will be allowed on balances of less than Rs. 1,000.

On Fixed Deposits on Terms which may be learned on application.

All Letters should be addressed, and Hoondies made payable to the Agent, Chartered Mercantile Bank.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE
PARIS.

SUBSCRIBED and PAID-UP CAPITAL £8,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
BANK OF ENGLAND
AND THE
THE UNION BANK OF LONDON

CURRENT DEPOSITS.

INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances up to Rupees One Lac.

Terms for other Deposits may be obtained on application to the Bank.

Hours of business from 10 A.M. to 3 P.M., and on Saturday's from 10 A.M. to 1 P.M.

14, Rampart Row, W.

HOTELS.

ALEXANDRA HOTEL, MATHERAN.

MR. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel is now OPEN to VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families, for whose comforts every care is taken. The Hotel is well situated, occupies a central position, and is, therefore, very conveniently placed within the reach of several POINTS. It is also open to the Breezes from the sea and is healthy, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

WINES, SPIRITS BEER, &c.,

HUNGARIAN WINES AND VIENNA BEER.

JUST landed in prime condition, HUNGARIAN WINES in 1 dozen cases, RED and WHITE at Rs. 15 and 18, or 2 dozen cases at Rs. 16 and 20 per dozen.

VIENNA BEER, in 4 dozen cases, at Rs. 6½ per dozen.

Orders for regular supplies registered, apply to the Godown-keeper of

A. C. GUMPERT.

28, Bombay Green, opposite the Custom House.

J. NEUBERG.

LIGHT WINES FOR THE HOT WEATHER.

GERMAN WINES, STILL HOCK.

RIESLING	per doz.	Quarts	Rs.	13 0
Do. No. 1	"	"	"	14 0
BODENHEIMER	"	Quarts	"	15 0
Do.	"	Pints	"	8 0
GEISENHEIMER	"	Quarts	"	16 0
Do.	"	Pints	"	9 0
NIERSTEINER	"	Quarts	"	18 0
Do.	"	Pints	"	9 8
RUDESHEIMER	"	Quarts	"	21 0
LIEBFRAUMILCH .....